

59TH CONGRESS : : 2D SESSION

DECEMBER 3, 1906-MARCH 4, 1907

HOUSE DOCUMENTS

IN 112 VOLUMES

VOL. 12



WASHINGTON : : GOVERNMENT PRINTING OFFICE : : 1907

21/5
★ ★

ANNUAL REPORTS
OF THE
NAVY DEPARTMENT
FOR
THE YEAR 1906.

REPORT OF THE
SECRETARY OF THE NAVY.
MISCELLANEOUS REPORTS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1907.

TABLE OF CONTENTS.

Secretary's report, 3-28.

Appendixes, 29-150.

Bureau of Yards and Docks, report of, 151-219.

Appendixes, 219-336.

Bureau of Equipment, report of, 337-394.

Appendix, 395, 396.

Bureau of Navigation, report of, 397-434.

Appendixes, 435-505.

Bureau of Ordnance, report of, 507-540.

Bureau of Construction and Repair, report of, 541-713.

Bureau of Steam Engineering, report of, 715-751.

Bureau of Supplies and Accounts, report of, 753-755.

Appendixes, 756-1019.

Bureau of Medicine and Surgery, report of, 1021-1078.

Marine Corps, report of, 1079-1103.



REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
Washington, November 28, 1906.

The PRESIDENT:

The annual report of this Department is accompanied by the reports of the several bureaus containing a record of their work during the fiscal year 1906 and such recommendations as their respective chiefs have thought well to submit for the future. It is not proposed here to repeat, in substance or otherwise, what is contained in these reports, to which your attention and that of the Congress is very respectfully invited.

REPORTS OF THE PERSONNEL BOARD.

There is also appended to this report one from a board of officers, under the presidency of the Assistant Secretary, appointed last August to suggest such modifications in the laws affecting the commissioned personnel of the Navy as might seem to them advisable. The Board was directed, by the orders organizing it, to submit three reports, one containing such recommendations as might affect officers of the Line only, another dealing with matters connected with the several Staff Corps and the Marine Corps, and a third with respect to any changes which might be deemed desirable in the organization of the Department itself or any of its bureaus or boards.

The first of the above-mentioned three reports, with certain exceptions and qualifications of minor importance, is very cordially approved by me, and I hope that the Congress may find it practicable and deem it advisable to embody the recommendations of the Board in legislation to be enacted at the present session. The comparatively few particulars in which I am unable wholly to approve the suggestions of the Board are indicated by printing these portions in italics and appending to each passage thus indicated a brief statement of my views, within brackets. An examination of the report will show that the passages criticized could be omitted or modified in the sense suggested without materially affecting the scheme of legislation advocated by the Board.

This proposed legislation offers a remedy for two serious evils, namely, the absence of opportunity for officers of flag rank to familiarize themselves by actual experience with their duties as commanders of fleets, divisions, or squadrons in the short time to elapse before their retirement for age, and, secondly, an impending period of great stagnation in promotion when the large increase among the junior officers, caused by the augmented classes of graduates from the Naval Academy, shall produce its inevitable effects, if no appropriate changes be made in existing laws respecting the organization of the service. The subject is one of undoubted difficulty and many schemes have been suggested to afford a remedy. It is believed that the plan of the Board is, on the whole, satisfactory to the Line officers of the Navy, and its adoption by the Congress will be generally accepted in the service as a gratifying step in advance.

THE STAFF CORPS AND THE MARINE CORPS.

The second report of the Personnel Board, dealing with questions concerning the commissioned personnel of the several Staff Corps and the Marine Corps, has been criticized in some respects by boards of officers selected in each one of the said several Corps for this purpose, and both the report itself and their comments and suggestions are respectfully recommended to your consideration and that of the Congress. I refrain from any recommendation with respect to this part of the work of the Personnel Board because it is impossible to say that it has, in the main, received the approval of the officers most directly affected, and I am not prepared to advise the embodiment in legislation of any plan which will not, finally and once for all, end the regrettable and chronic differences existing for so long between the Staff Corps and Line. While this want of sympathy has not prevented officers of either class from serving the country with the highest credit and cooperating harmoniously in all matters affecting the vital interests of the service, it has been a source of friction and discord in minor matters, and, occasionally, of embarrassment to the Department. Some suggestions looking to a radical cure for these objectionable features of existing conditions are made later in this report.

ORGANIZATION OF THE DEPARTMENT.

The Personnel Board, after a careful consideration of the subject, asked to be excused from offering suggestions on this subject, submitting, as their report under the third head of their duties, only a recommendation for the organization of a Technical Board, which, if approved by the Department, would not require legislative action. I recognize the force of the reasons given for this request and submit,

therefore, on my own initiative and responsibility, some recommendations on this very important subject. My experience during the past year has greatly strengthened my belief, as expressed in the last annual report of the Department, that the system of autonomous bureaus is open to very grave theoretical objections, and that only the very high character of the personnel employed in these bureaus and the wholesome spirit and salutary traditions of the service prevent these theoretical objections from seriously affecting the efficiency and economy of the Department's work. It seems to me, therefore, desirable that a very radical and thoroughgoing change should be made in the organization of the Department, and the plan tentatively suggested in my last annual report, with some modifications of consequence, appears to afford a reasonable promise of satisfactory results.

The work of the Department should be grouped into four Sections, one under the immediate direction of the Secretary, another under that of the Assistant Secretary, and the remaining two under officers of flag rank. Of the last-mentioned two Sections, one should be entrusted with the duties now imposed upon the Bureaus of Yards and Docks, Equipment, Construction and Repair, Steam Engineering, and Ordnance, and the officer at its head should have as assistants the Chief Constructor, the Engineer in Chief, and two officers not now designated in the law, for whom I suggest the titles of Master of Ordnance and Master of Public Works, the last mentioned to be a Civil Engineer of the Navy. These officers should not be Chiefs of Bureau, but the deputies and technical advisers, in their respective provinces, of the Chief of Section, and should discharge such special duties of supervision or otherwise as he might, from time to time, delegate to each of them. Moreover, they should form a Board, under his Presidency, which would discharge the duties now imposed by regulation upon the Board on Construction and any other duties which the Department might deem it wise to confide to this Board from time to time hereafter.

The other Chief of Section should be intrusted, in the main, with the direction of the Navy as an organized and fighting force, his province being thus broader than that of the Chief of the present Bureau of Navigation, and he, also, should have four assistants, in the Surgeon-General, the Paymaster-General, the Commandant of the Marine Corps, and the Superintendent of the Naval Academy. The duties of these officers would be necessarily more permanently specialized than those of the first-mentioned group, but they should all be the deputies, within their several fields of action, of the Chief of Section, and, like the other group, should constitute a Board, under his Presidency, from which the Department might expect advice on all matters affecting the personnel of the Navy.

The Secretary should immediately supervise the Civil Establishment, the Office of Naval Intelligence and the Office of the Judge-Advocate-General, and also the affairs of localities, such as Tutuila and Guam, which are essentially Naval Stations but contain an appreciable civil population. There should be, likewise, attached to his office a Master of Accounts, who should be a trained accountant and who could at once assist the present Bureau of Supplies and Accounts in a burdensome and somewhat incongruous portion of its duties, as was suggested in the last annual report and in pursuance of a plan to be hereafter described in more detail.

In addition to the duties now imposed upon the Assistant Secretary by the regulations, he might be required to supervise the work of certain agencies of the Department, which are not necessarily within the province of either of the two Section Chiefs, such as the Hydrographic Office and the Naval Observatory. It appears to be undesirable, however, that the special functions of the Assistant Secretary should become much more laborious than they are at present, since so much of his time and attention is required by his frequent periods of duty as Acting Secretary.

In the foregoing sketch of a contemplated reorganization, it will be noted that the present duties of the Bureaus of Ordnance and Supplies and Accounts are assigned, the former to the Section having essentially to do with ships, the latter to the Section having to do especially with men. It is fully recognized that this arrangement is not strictly logical, but some symmetry of theory must be sacrificed for practical advantages, and it seems clear that if the work of the Navy as a great manufacturing establishment and repair shop is to be consolidated and put under one head (a measure which appears to me highly advisable in the interest of efficiency and economy) the work of the Bureau of Ordnance should go with it. On the other hand, the prompt adjustment of pay and the provision of suitable supplies affect so directly the health, contentment, and even morals of the personnel of the Navy, and its consequent efficiency, that the agency which adjusts pay and provides supplies would fall naturally within the group controlled by the Chief of the Personnel Section.

I do not recommend that the foregoing plan of reorganization should be embodied in legislation to be enacted at the present session of the Congress; but I respectfully suggest that a suitable Commission, consisting of three or more ex-Secretaries of the Navy and two or more members of the Committee on Naval Affairs of each of the two Houses of the Congress, under the presidency of the Secretary of the Navy for the time being, be appointed to consider it and also any other suggestions on the same subject-matter, and to report at the first session of the Sixtieth Congress.

THE GRADE OF VICE-ADMIRAL.

The plan of the Board on Personnel includes the creation of three vice-admirals. The Department recommended in its last annual report that at least two officers of this rank should be provided. A bill was subsequently prepared and submitted to the Committees on Naval Affairs of the two Houses providing that the commanders in chief of the Atlantic and Asiatic fleets should have the title, rank, and pay of vice-admirals while holding these positions, but no longer. Any one of these three plans would afford a remedy for a situation which is already annoying and, in some measure, injurious to discipline, and must become more so with the gradual increase of the Navy, and which will be peculiarly unsatisfactory at the time of the approaching celebration at Jamestown, on which occasion many foreign naval officers of very high rank may have to be received and entertained. I very earnestly hope, therefore, that even if the entire plan submitted by the Personnel Board should not be embodied in law at the approaching session, this feature of it will receive legislative sanction, at least to the extent of providing the Navy with two officers of rank and title corresponding to their functions.

THE GENERAL BOARD.

This body has been the object of much unjust and unreasonable criticism, owing, it would seem, partly to the exaggerated expectations which its organization aroused, and, perhaps, to a not very happily chosen name. If it had been styled "The War Board," for example, a much more accurate idea would have been conveyed of its appropriate province. Experience has shown that some agency which shall, in time of peace, mature plans for all possible contingencies, and in time of war, or whenever active service on a considerable scale is required of the Navy, shall be prepared to advise the Secretary as to its operations, is now quite indispensable to the efficiency of a navy of the size of ours. The General Board has discharged these duties to the entire satisfaction of the Department, and though, fortunately, no opportunity has yet been afforded to test its efficiency in actual warfare, experience in connection with minor active operations has been most instructive as to its value.

It may be questioned, however, whether the Board is not more numerous than the public interest requires. If the plan of reorganization hereinbefore suggested shall be substantially adopted, the General Board might be, with advantage, composed of the two proposed Chiefs of Section and three officers specially designated by the President, after consideration of the confidential recommendations of the Secretary of the Navy. While, however, there shall be on the active list of the Navy an officer of a higher rank than Vice-Admiral, he should form

part of the General Board as matter of right, and such officer, or the senior of them, if there be more than one, should be ex-officio its president. It would be well to provide by law for the organization of the General Board, provided that its duties should be always liable to modification by Naval Regulations. In any event, however, the members of this Board, other than the officer or officers forming part of it by virtue of their rank, should be specially designated by the President or the Department and should be liable to relief at any moment, so as to insure absolute harmony between its views and those of its superiors.

CHIEFS OF BUREAU.

I further recommend that the four years' term and necessity for confirmation by the Senate of Chiefs of Bureau be abolished; that these positions be recognized distinctly as military assignments and not civil offices, and that they be filled and held in the pleasure of the President. This recommendation extends to the proposed Chiefs of Section, if the plan of reorganization before suggested shall be adopted. Of course, it is not intended to interfere in any way with the present law respecting the rank and pay of Chiefs of Bureau.

THE NAVAL ACADEMY.

The enactment of the statute authorizing the Secretary of the Navy to dismiss midshipmen from the Academy and regulating the punishment and procedure in cases of "hazing" has had a salutary effect. It has enabled the Superintendent, with the support of the Department, to deal rationally and effectively with "hazing" and other breaches of discipline, and it is believed that the first-mentioned practice is practically if not wholly extinct, at least for the moment. Moreover, the action of the Department in holding out the opportunity for early graduation as an incentive to hard study and consequent high marks in the present graduating class, seems to have raised the standard of scholarship and promoted worthy and sensible ideas among the undergraduates on this subject. To maintain discipline and inculcate a wholesome military spirit among young men chosen as the midshipmen are, and coming as they do from all sections of the country and all classes of our population, is no trifling task; and it is a source of gratification to the Department, as well as of credit to the present Superintendent and Academic Board, that conditions in the Academy have improved so notably within the past twelve months.

The improvements to the buildings and grounds are approaching completion, and it would seem that no very large expenditure for new accommodations for residence or study would be needful there in the

immediate future. It is hoped, however, that the Congress will authorize the improvement of the Chapel, so as to fit it to receive the body of Paul Jones, and appropriate the necessary funds for this purpose during the present session. Gen. Horace Porter having, with great liberality, waived any claim, which he might otherwise have, to reimbursement by the Government for the large expense (amounting to more than \$35,000) incurred by him in the discovery and identification of the body, it would indicate an imperfect appreciation of his services if the wish he has expressed that this amount be added to the cost of preparing a befitting permanent resting place for our great sailor should not be gratified.

A desire has been expressed by some of those most interested in the Naval Academy that a suitable memorial should be erected there to commemorate the merits and public services of Prof. William Chauvenet, whose counsel and assistance was of great value in effecting the establishment and organization of the Academy by Secretary Bancroft in 1845. After due consideration of several plans suggested to this end, I think a bronze commemorative tablet would be most appropriate for such purposes, and I recommend that provision for the cost of such a tablet be made in the appropriations for the expenses of the Academy during the next fiscal year.

In the report of the Personnel Board there will be found a recommendation that the classes at Annapolis be not reduced in number at the time now fixed by law. I heartily approve this suggestion, but I further recommend that all vacancies in the lowest grades of the Pay Corps and the Marine Corps be then filled by the appointment of graduates of the Naval Academy, and that undergraduates who desire to qualify themselves as Medical Officers or Civil Engineers be allowed to pursue a special course of study during the last two years of their curriculum at the Academy, which, with a post-graduate course of two years longer, may qualify them for appointment as Assistant Surgeons or Assistant Civil Engineers.

This two-year post-graduate course in these branches would be a substitute for the one year at sea recommended by the Personnel Board for all midshipmen before they receive commissions as ensigns, the year's delay being no more than a sufficient deterrent to prevent too many undergraduates selecting noncombatant branches of the service. It is my belief that when all officers, whether of the Line or the Staff, are educated together and appointed in like manner, the feeling of antagonism between the two branches will gradually but surely disappear, and also that, until this is done, this antagonism will continue, although some less radical measures may be effective to remove minor causes of friction and dispute.

TITLES.

Undoubtedly one such measure would be a settlement of the perennial controversy as to the titles of Staff Officers. In some cases these titles are certainly cumbrous and inappropriate to the duties discharged by the officers: Medical Inspectors and Pay Inspectors, for example, are usually not engaged in duties of inspection at present; and the titles of Medical Director and Pay Director convey to the mind no definite idea as to the functions of the officers who bear them. The Department was called upon to adjust a dispute, which would have seemed ludicrous but for the ill feeling it engendered, as to whether a Chief of Bureau was authorized to put on his visiting cards a statement of his rank as well as of his official title. I think this question of titles, which, although apparently of slight importance, is nevertheless by no means trivial in all its consequences, should be determined by legislation. If possible, a solution should be found which will meet the reasonable wishes of all parties concerned, but, if this be impracticable, the question should be settled and settled finally; and then all parties will, in time, adapt themselves to the settlement.

Another matter called to the attention of the Department during the past year was the name to be given to Warrant Machinists when, by the creation of a Chief, or commissioned grade among such officers, the term "Warrant" will be no longer appropriate. If the term "Machinist," from its long use as designating a class of petty officers, should be deemed unsuitable, it would seem that "Mechanician," a literal translation of the term applied to officers discharging similar duties in certain foreign navies, ought to be unobjectionable.

Finally, I may mention that the title "Professor of Mathematics" seems to me now, in some cases, misleading, and I think it might be changed with advantage to "Academic Professor."

THE ENLISTED PERSONNEL.

In my last annual report I described as altogether at variance with the facts an impression which prevails in some quarters and seems to be deliberately fostered by certain agencies, that it is difficult to obtain recruits for the Navy by reason of an aversion to military service on the part of our population. It is true that the Navy was not then, and is not even now, recruited to its full strength, as allowed by law, but, as explained in that report, this fact is due to the stringency of its requirements and not to the lack of applicants, only one out of every three or four of the latter being accepted as a recruit. A further reason for its being below its standard in numbers was then, in my opinion, the insufficient attention which had been given to recruiting.

During the past year greater pains have been taken to advertise the merits of the Navy, and the results have been, on the whole, decidedly gratifying. As shown in the report of the Bureau of Navigation, there has been a marked gain in numbers, and there is good reason to suppose that before the end of the present fiscal year the Navy will have reached its legal limit of strength. In view of these facts and of the urgent necessity for more men to properly man ships which must go into commission within the next twelve months, I hope the Congress will accord the increase of strength requested by the Bureau of Navigation.

A year's experience has strengthened the conviction expressed in my last annual report that desertions from the Navy, although much more numerous than they should be, constitute an evil of only subordinate importance. It is to be regretted, however, that the moral culpability involved in this deliberate and willful breach of a voluntarily assumed legal duty of great moment to the community, and also of a promise made under the sanction of an oath and with a full appreciation of its meaning and consequences, should be often so imperfectly appreciated by those who, from their position and standing, might be expected to feel strongly the guilt of perjury, disobedience to law, and disloyalty to the flag. In perfectly clear cases of desertion, the Department is frequently besieged with entreaties for a wholly undeserved clemency on the part of prominent members of the community and even of men in public office, who apparently fail to realize that a part of a deserter's punishment ought to be the blame and aversion of all good citizens.

This callousness to the true nature of conduct plainly immoral is yet more strongly shown in cases of real or alleged fraudulent enlistments. It frequently happens that either the recruit himself or his parents find reason for a change of mind after he has been six months or a year in the service, and an effort is thereupon made to secure his release usually upon the allegation that he was below the legal age and did not secure the assent of his guardian. In every such case either a false oath has been taken by the applicant and a fraud practiced upon the Government at the time of his enlistment, or the attempt to secure his release is itself fraudulent. Nevertheless, such applications for release on these grounds are frequently indorsed by highly reputable people, even by men in positions of public trust, who, while urging the release, yet deprecate strongly the prosecution of the recruit for a fraudulent enlistment and seem to be oblivious of the fact that, if the Department acceded to their wishes, it would condone fraud and perjury. These matters are mentioned in the hope that their public discussion may, in some measure, counteract the demoralizing effects of such seeming indifference to the gravity of

misconduct at once so indefensible in morals and so injurious to the vital interests of the nation.

I am happy to say that the earnest protests made by the President, the Department, and prominent officers against indignities inflicted on enlisted men, by an insulting discrimination against the uniform they wear, have caused a very gratifying and salutary expression of public opinion on this subject. This has been rendered more emphatic by the indignation aroused as a consequence of gross outrages upon our sailors on the part of the police force of two or three localities. I feel that the Department is entitled to the aid of the Congress in its efforts to secure a proper respect for the uniform and proper consideration for the men who have devoted themselves to the service of their country, and I hope, therefore, that a law may be enacted constituting such conduct a crime when committed by a public carrier or innkeeper, or the proprietor, manager, or employé of any place of public resort or amusement. The moral effect of the enactment of such a statute would be probably sufficient to render prosecutions under it extremely infrequent.

In the absence of legislation on the subject, I respectfully submit for your consideration the advisability of an Executive order directing this Department to report and publish the names of all establishments in which such discrimination against the uniform has been exhibited, and forbidding all persons in any branch of the executive public service to in any wise patronize or frequent the establishments thus designated. In my judgment, it is of great moment that the Government should be known to be in earnest in thus demanding respect for its military servants.

A NAVAL RESERVE.

In every foreign country possessing a first-class navy, provision is made for a large reserve of trained seamen, to be added to the enlisted personnel of the Navy at the outbreak of war. Our provisions for this contingency are manifestly and flagrantly inadequate. Beyond a few men on the retired list, for the most part too old to render effective service, we have no other reserve than the officers and men of the Revenue Marine and the officers and men of the Naval Militia of the several States. The last-mentioned force constitutes, in analogy to the relations of our National Guard to the Army, the form of reserve best adapted to our Federal institutions; but, while great credit is undoubtedly due to the patriotism and public spirit displayed by its members, so long as it is organized upon its present basis there seems to be no hope that it can adequately fulfill the duties of a reserve.

In dealing with this question, we must remember that to get anything of serious value one must be willing to pay for it. If the nation wishes the services of trained seamen whenever it needs such services, it must pay them a reasonable compensation for the obligation they

assume to thus serve whenever called upon. A man could hardly afford, in justice to himself and to his family, to assume such an obligation and, with it, the impediments it would involve to his securing permanent employment, for \$10 or \$15 or \$25 a year, but if he were given two hundred and fifty dollars a year, and if the conditions of membership in the reserve were not made unduly onerous, it would undoubtedly prove attractive to many competent men: yet the assurance that 20,000 thoroughly competent seamen could be secured at any moment for our fleet would be very well worth \$5,000,000 a year; indeed, as a mere matter of economy this would be a good investment, since it might obviate the necessity of maintaining a large number of ships in commission in time of peace, so as to be assured of having them ready in time of war.

I suggest, therefore, for your consideration and that of the Congress, the propriety of allowing every able-bodied man of good moral character, within certain limits of age, who has served at least four years in the Navy and been discharged with credit, to be enrolled on a reserve list, in return for which he should receive from \$15 to \$25 per month, according to his rating at the time of leaving the service. Enlistments in the reserve should be for four years and consecutive reenlistments should not be permitted, unless under very exceptional circumstances. Men on the reserve list must draw their pay each month personally at places designated by the Department, submit to a physical examination at least once each year to determine their continued fitness for the service, keep the Department informed of any change of address, and enlist in the Naval Militia of the State of their residence or of some other State designated by the Department.

Conviction of crime, intemperance, or any grossly immoral or otherwise disgraceful conduct, should be cause for dropping their names from the rolls. Beyond the expense involved, the only objection to the organization of such a force which occurs to me is that it might conceivably, in certain cases, operate to discourage reenlistments in the Navy. I think this would be more than compensated by the additional attraction which the prospect of obtaining this pension would afford in the first instance to persons contemplating enlistment, especially in view of the present increased pay on reenlistment, and, as a further safeguard, I would limit the number in the reserve to, say, 20,000 men. If the organization of this force were combined with a provision for subsidies to vessels having an American registry and suitable for naval use in the event of war, by requiring that a certain proportion of their crews should be made up of men in the naval reserve, it would undoubtedly be more certainly effective; but even without any such provision I believe a reserve of experienced men could thus be obtained who not only would be nearly or quite as serviceable, when called upon for duty, as the active personnel, but also

immensely increase the efficiency and consequent utility to the service of the remaining members of the Naval Militia.

CHAPLAINS.

The report of the Board on Personnel recommends an increase in the number of Chaplains from 24 to 40. I see no objection to this increase, provided, of course, suitable men can be obtained for the positions, but I think the measure altogether inadequate to meet the needs of the service. There should be, in my judgment, a Chaplain on every first-class vessel of the Navy and on each one of as many smaller vessels as can be suitably provided. I do not think it right that several hundreds of our citizens, on our largest vessels, as many as 800, or even more, should live for months isolated from all religious observances, should be deprived of the consolations of religion in case of sickness or death, and should be unable, in case of need, to call upon a spiritual adviser.

As I stated in my last report, I recognize that a good Chaplain must be a man of peculiar and somewhat exceptional qualities, that it is by no means easy to secure such men, and that a Chaplain unfit for his work is very much worse than none. Nevertheless, the benefits which could be secured for the Navy by an adequate provision of suitable Chaplains are so great that I think an earnest effort should be made to procure them. I renew the recommendation in my last year's report that a moderate number of temporary Chaplains—say ten—be appointed annually to serve four or five years, and that the permanent corps be recruited from those who have manifested their fitness for the work during such period of temporary employment.

While I deem it very desirable that there should be, as nearly as possible, a Chaplain on every large ship of war, I think it much less important that there should be Chaplains at shore stations. Most naval stations are located in the neighborhood of considerable cities or towns, and I think it would be both practicable and desirable, in such cases, to employ four or five acting Chaplains, among whom could be divided the salary of one regular Chaplain, from pastors of the several denominations having congregations in the vicinity; each of whom should be expected to care for the spiritual welfare of officers and men at the station belonging to his own faith. The adoption of this measure would set free a number of Chaplains who could be employed at sea.

THE SURROUNDINGS OF NAVAL STATIONS.

In this connection a word should be said of the embarrassment caused to the Department by the large number of disreputable and immoral resorts in the neighborhood of certain naval stations and the

consequent injury to the enlisted force. In certain cases the Department has been able to stimulate action by the local authorities by threats of reducing the number of ships and men at the stations in question, and in one instance it gave effect to these threats. It would be desirable if the establishment of resorts of this character within a certain radius of each station could be forbidden by law: there may be, perhaps, some doubt as to the Constitutional power of the Congress to enact such a law; but the results would be so desirable in the interest of the Navy that I hope the subject will receive careful consideration by the appropriate committees. Certainly, in all cases in which a license from the United States is required for any kind of business, it would seem that the law could forbid this business to be carried on within a certain distance of a naval station without the approval of the Secretary of the Navy.

THE CIVIL ESTABLISHMENT.

I respectfully renew the recommendation contained in my last annual report that a small corps of commissioned officers, to be known as "Civilians," be attached to the naval establishment, employed in the higher posts now filled by civil employés in the Department and at the more important naval stations, and recruited from the most competent and deserving members of the Civil Establishment. The large number of resignations in this establishment and the frequent refusals of eligibles certified by the Civil Service Commission to accept positions offered them in it have continued to be, as they were last year, a source of embarrassment to the Department and of injury to the service. This may be caused, in some measure, by the fact that the scale of salaries in this Department is generally lower than in most others; but I think the absence of any sufficient opportunity for promotion constitutes a more serious and permanent impediment to retaining the services of the best men.

In like manner, I again recommend the organization of a corps of Marine Engineers for shore duty only. The word "steam" should not figure in their title, because acquaintance with electrical engineering has already become an important part of the equipment of a competent marine engineer, and daily tends to become of greater consequence, but they should discharge the duties of the officers under the direction of the Bureau of Steam Engineering at our several navy-yards whose replacement, as explained in the last annual report, is becoming now daily more and more difficult. The organization of these two corps might also serve to afford an opportunity for promotion in cases of exceptional merit, on the one hand to the Pay Clerks, and on the other to the present Warrant Machinists, as suggested in my last report.

THE MARINE CORPS.

I cordially indorse the recommendation of the Commandant of the Marine Corps for the increase of the force, as provided in the estimates submitted by this Department. Our recent experience in Cuba has shown that the Marine Corps is clearly insufficient in numbers to satisfactorily discharge all the multifarious duties now imposed upon it. In order to provide the force needed for service there, it was necessary to strip both the ships of the Atlantic Fleet and all the shore stations of their Marine Guards, and, although no serious consequences resulted from so doing, it was a source of embarrassment and might have had undesirable results.

I recommend again the promotion of the Commandant of the Corps to the rank of Major-General, and I now think the interests of the service would be promoted by having two Brigadiers-General appointed, one of whom would serve as second in command at the General Headquarters and the other be placed in command of a considerable force, to be kept organized as a Brigade, in readiness for immediate service whenever called upon, and located either within the continental limits of the United States or in some part of our insular possessions, as circumstances may make, from time to time, desirable.

A SUGGESTION AS TO LEGISLATION.

I venture to very respectfully submit that undesirable results have been found, by experience, to flow from special legislation in the interest of individual officers in the service. Unquestionably, cases of peculiar hardship will occasionally occur which can only be remedied by the interposition of the Legislative Branch of the Government by special act, but, unless it be to obviate extreme and evident injustice, I strongly recommend that special legislation looking to the promotion, reinstatement, or other advancement of particular officers be avoided.

THE OLDER RETIRED REAR-ADMIRALS.

The Department's attention has been called, by certain of the older rear-admirals on the Retired List, to the fact that, owing to the provision in the personnel bill that the pay of officers retired before its passage should not be increased, they receive only 80 per cent of the pay of officers of the same rank who have been retired since its enactment. While it can not be considered a grievance for one officer that a brother officer receives increased pay, his own not being diminished but remaining as it was previously, there is still something invidious in an apparent discrimination of this nature; and, in view of the fact that the number of these retired rear-admirals is small, that they are the oldest officers of their rank in the service, and that they are excluded from the provision attached to the last naval appropriation

bill allowing advancement in rank to officers already on the Retired List, I recommend a careful consideration of their application by the Congress.

RECOMMENDATIONS OF THE JUDGE-ADVOCATE-GENERAL.

In my last annual report, I called your attention and that of the Congress to the desirability, to advance the ends of justice, of certain legislation recommended by the Judge-Advocate-General in his annual report therewith submitted: I renew this recommendation. The most important and urgent of the measures referred to are those permitting the summoning of civilian witnesses before naval courts and providing for the use of depositions as evidence before such courts. When we remember that these tribunals deal not only with questions affecting the reputation and the entire professional career of naval officers, but with questions of personal liberty and even of life or death, it is startling to find that they have not the power to command the attendance of anyone able to tell the truth as to the facts in issue; and it is likewise a source of embarrassment to the Department, as well as of hardship to the parties affected, that witnesses who may readily be detained at a great distance by their official duties can not give evidence by deposition before such courts. I trust, therefore, that there may be no difficulty in securing this legislation, which has been already more than once requested.

LEGAL ADVICE.

I hope, also, that the Secretary of the Navy may be authorized, by appropriate legislation, to expend a reasonable portion of his contingent fund for legal advice. During the past year questions of great intricacy, involving very large pecuniary consequences to the Government, have been submitted to me for decision. The parties dealing with the Government in such cases obtain the best professional advice: it is obviously unfair, both to the Secretary of the Navy and to the Judge-Advocate-General, and yet more unfair to the Government, to deny the latter the benefit of counsel of the same class. No additional appropriation is asked for this purpose, and it is not contemplated or desired that a new office shall be created for anyone. Such a fund would, also, meet the condition presented by the letter of the Judge-Advocate-General, printed herewith as Appendix B.

The occasions when such additional advice would be needed are very few, and the expense of obtaining it would be very moderate, provided the Secretary of the Navy were authorized to deal with the question as any private person similarly situated would deal with it, but the consequences to the Government of an ill-judged or erroneous decision on his part in a single such case might well amount to a hundred times the sum mentioned in my last report as the limit of the amount to be annually expended for this purpose. In this connection I renew the

recommendation contained in my last annual report that the useless, irreverent, and expensive practice of requiring oaths of disinterestedness to contracts be abolished in this Department.

THE DRY DOCK "DEWEY."

Since the last annual report was submitted, this structure has been transported to its station at Olongapo. The task of conveying it to its destination was attended with considerable labor and occasionally some measure of danger to the officers and men of the vessels accompanying the dock, and its successful accomplishment constituted a creditable feat of seamanship, for which praise is justly due to these officers and men, and especially to their commanding officer, Commander H. H. Hosley, U. S. Navy. Since its arrival at Olongapo, the *Dewey* has been already used to dock several naval auxiliaries and army transports. The more thorough equipment of the station at Olongapo will, of course, render it much more serviceable. I strongly recommend that Congress authorize at this session the construction of at least one more floating steel dry dock. Provision for one is included in the estimates submitted by the Bureau of Yards and Docks, and I think it might perhaps be well to add provision for another, to be constructed and retained on the Pacific Coast.

That there should be one on the Atlantic Coast I am firmly convinced, and I hope the Congress may find no difficulty in giving the necessary authority and making the necessary appropriations for its construction. The dock or docks in question should be slightly larger than the *Dewey*, so as to readily serve the purposes of vessels of 20,000 tons. It is believed, however, that this result can be attained within the limits of the estimate submitted by the Bureau of Yards and Docks, which is the same as that submitted last year. No other new dry dock is provided for in the estimates, since the size and character of our future dry docks must depend, in large measure, on the size and character of our largest ships of war, questions which will demand consideration at the present session.

BATTLE-SHIP DESIGNS.

In accordance with the proviso attached to the last naval appropriation bill, the plans for the battle ship authorized by the said bill are, simultaneously with this report, transmitted to the Congress. These plans were selected by a board of officers, under the presidency of the Assistant Secretary, after a very careful consideration of various designs submitted by different naval constructors in the United States and one in England and by the Board on Construction of the Department. The type of vessel selected has a length of 510 feet. In the

language of the Board: "It will carry as heavy armor and as powerful armament as any known vessel of its class; it will have a speed which is believed to be the highest practicable for a vessel of this type and class, in the present state of knowledge; it will have the highest practicable radius of action, and can be built within the limit of cost fixed by the Act of Congress." This plan, therefore, complies in all respects, in the judgment of this highly competent Board, with the terms of the authorization, and the Department has had no hesitation in approving the report of the Board.

While no practical inconvenience may have resulted from the proviso above mentioned in this particular instance, I deem it my duty to very respectfully submit for the consideration of the Congress the suggestion that the insertion of this proviso has established a precedent of doubtful merit; that its moral effect, both at home and abroad, has not been wholly desirable, and that it appears in forcible contrast to the action of at least one foreign government in dealing with the same subject-matter. It is the universal desire of the construction departments in navies to keep their designs, as nearly as possible, secret; and, so far as I am aware, this is the only instance in which disapproval of this policy has been apparently indicated by the legislative branch of any government.

TRIALS OF SUBMARINES.

The last naval appropriation bill authorized the purchase of sub-surface or submarine torpedo boats after tests to determine the comparative merits of different types of such boats. A very competent and carefully selected board of officers was appointed, as soon as practicable, after the approval of the act, to determine the character of these tests, and their report has been approved by the Department. The appropriation bill, however, requires these tests to be completed within nine months after the date of its approval, or, in other words, before March 29, 1907. This provision makes it necessary that the tests take place, at latest, during February and March, and, as the board determined that the only suitable place for them would be in the waters of Narragansett Bay, the weather to be expected at that time will cause these tests to be attended by some hardship to the persons conducting them, and I, therefore, recommend an extension of two months in the time limited by the act.

NEW INVENTIONS IN NAVAL WARFARE.

The Department and its Bureaus frequently receive suggestions of formidable and more or less mysterious agencies of destruction, intended to protect the country from hostile fleets without the main-

tenance of a navy or the construction of ships of war. These designs very seldom show more than ill-informed and misspent ingenuity; but reference is here made to them because they constitute an outcropping of an idea persistently cherished by many well-meaning people that the progress of science may do away with the necessity of fighting. As an illustration of this sentiment, I may note the frequency with which new types of structures have been thought destined to make battle ships obsolete. This was first expected of automobile torpedoes, then of torpedo craft, then of submarines, and, lately, even of dirigible balloons. Experience has indeed indicated that all of these several inventions, except the last, may have a legitimate, although very circumscribed, field of utility in modern naval warfare; but I feel that I ought to place on record in this connection the conviction of the Department that the only trustworthy safeguard for our country against injury from a hostile battle ship is to have at least one American battle ship ready to deal with her.

INCREASE OF THE NAVY.

In my last annual report I stated that "the aggregate of our battle ships, armored cruisers, and coast-defense vessels built, building, or authorized, would seem, according to present indications, sufficient to provide for any contingencies within the limits of probability." When this statement was made the facts seemed to justify an assumption, at least tentatively, that the foreign navies with which it is material to compare our own had, in general, reached the limits of extension immediately contemplated, and there appeared to some persons a fair prospect that some reduction of naval armaments or, at all events, some limitation to their indefinite increase, might result from the contemplated Hague conference.

Without sharing the last-mentioned expectation, I yet deemed that I could then safely speak as I did; but, without going into detailed explanations, which are needless and might be objectionable, it is my duty now to report to you and to the Congress that, in my judgment, circumstances have so far changed as to make provision for a moderate increase in the effective fighting strength of our Navy the part of patriotic foresight at present. I recommend, therefore, that, as soon as may be practicable at this session, the Congress authorize the construction of a sister ship to the one already authorized and of which the plans are now submitted; so that, by simply duplicating these plans and the further detailed specifications and drawings by which they are to be supplemented, we can have two vessels of this class completed within the time which would otherwise be needed for the construction of only one.

It was my opinion, as expressed in my last annual report, that the authorization of two 16,000-ton battle ships of the type of the *South Carolina* and *Michigan*, which, if authorized, could have been completed simultaneously with the last-mentioned vessels, thus providing us at once a squadron of four homogeneous ships, would have been the most appropriate form in which to provide for the maintenance of the strength of our Navy at the last session. For the same reason, I now think it highly advisable that a consort to the single vessel authorized as a substitute for the two recommended be authorized at this session, and, if possible, early in the session, so that we may have greater benefit from the increased speed of these larger ships, an advantage in great part nullified when the swifter vessel is the only one of her class in a fleet. The additional vessels which I think should be authorized at this session are indicated later in this report.

CONTRACTS FOR ARMOR PLATE, AMMUNITION, AND TORPEDOES.

The Department was subjected to much criticism in the press and elsewhere by reason of its action on the bids for armor plate submitted by three corporations—the only three in the country engaged in its manufacture—in July last. Two of these companies, the Carnegie and the Bethlehem, had, on several previous occasions, submitted identical bids for such armor, and it was generally believed, probably with reason, that an understanding or agreement existed between them to do this. When the last preceding contracts for armor plate were awarded, the Midvale Steel Company submitted a lower bid; but so much doubt then existed as to its capacity to furnish the product that the Secretary of the Navy awarded it only 1,000 tons of the quantity then required, dividing the remainder between the Carnegie and the Bethlehem companies at the figures of their common bids.

This year each company submitted an independent bid, those of the Carnegie and Bethlehem companies being both considerably less than any offer either company had ever previously made, but the Midvale company underbid both of them, so as to make its offer for the bulk of the contract \$345 per ton, a lower price than has ever been paid by this Government for armor plate, and, according to the information of the Department, considerably less than is paid by any foreign government. I determined to give the Midvale company one-half of the contract and to give one-fourth to each of the other two, provided they would reduce their bids to the figures fixed by the Midvale company: if either of them refused to do this, the Midvale company was to get the share of the one so refusing, as well as its own.

In reaching this conclusion, I was influenced partly by the fact that the Midvale company was a little behind in its deliveries under previous contracts; but, mainly, by the probability that if no work were

given to the old companies—since the Government was their only customer, and they would soon complete their deliveries under contracts already given out—they would transform their plants for the production of armor plate and devote them to other products for which there is a commercial demand; thus reducing the facilities for the production of an article essential to the national defense and leaving the Government no source of supply except the Midvale company. The conditions of the Department were accepted by all three companies, and the contract was thus divided, the transaction being, on the whole, the most favorable one of this character ever made by the Government.

The criticism to which this action of the Department was subjected seemed to rest upon a theory that it was the duty of the Department to injure and, if possible, break up the business of the two older companies as a punishment for their refusal to compete against each other and alleged combination to keep up the prices of their product in the past. No discussion of the merits of such criticism seems to me needful or appropriate; but the incident may well serve to call attention to the necessity for furnishing the Department with some effective means of defense against such combinations among producers. When there are only two or three of the latter in the whole country and the Government is the only purchaser for their product, it is obvious that combinations are almost inevitable, and the Department ought evidently to be given a weapon to use under such circumstances.

There are only two ways in which it is practicable to control such a situation: either the Government must be authorized to manufacture its own armor plate or it must be permitted to buy this abroad. I recommend that both privileges be accorded to the Department. The first mentioned of them would be, however, probably ineffectual, since not only would the cost of establishing a Government plant greatly exceed any difference in the price of the product which could be obtained in a single year, but the delay attendant upon the establishment of such a manufactory would be very objectionable, and might involve expensive complications with the contractors building the ships on which the armor would be used; and, finally, experience has shown that there are serious drawbacks to the permanent operation of a plant of this character by the Government.

If, however, the Secretary of the Navy were authorized to buy armor plate abroad whenever, in the judgment of the President, the price at which he could obtain such armor plate in the United States was exorbitant or unreasonable, there is good reason to believe that the manufacturers would either not form a combination at all or agree upon a reasonable and moderate price. I would extend the like authority to the purchase of torpedoes, ammunition, projectiles, and, in fact, all articles necessary to the national defense. It is evident

that such articles stand on a totally different footing from such as are manufactured only for private consumption. The Government has the constitutional right, a right inherent in its sovereignty, to take, by the exercise of its power of eminent domain, any article necessary to the national defense and already in existence, upon paying for it a reasonable price.

When citizens of the United States, enjoying the protection of its laws, who are engaged in the manufacture of articles of this character, refuse to manufacture them for the Government unless it shall agree to pay for them an exorbitant and unreasonable price, they evidently defraud it of an opportunity to exercise its just constitutional powers and evade the fulfillment of their own duties as patriotic citizens. Therefore, whatever may be the general economic policy of the Government, the markets of the world ought to be open to it in dealing with the situation thus created. A special report of a Board of Officers upon the cost of armor plate has been transmitted to Congress: it is made as required by a proviso to the Naval Appropriation Bill of March, 1905.

THE FRIGATE "CONSTITUTION."

Another subject, as to which there has been much outcry against the course of the Department, or, to speak more accurately, against the views expressed by the Secretary of the Navy, is the old frigate *Constitution*. The suggestion was made in my last annual report that—

to commemorate in some proper way the victories of the old *Constitution* * * * so much of the materials of the present ship as can be shown to have belonged to the original *Constitution*, and to be also of some utility, or at least of no detriment, on board a modern ship of war, be transferred to a new vessel to be named the *Constitution*, and that the remainder of the ship be broken up.

This recommendation expressed the view I then entertained, and still entertain, as to the most suitable method of perpetuating the memory of the gallant officers and brave and faithful seamen who served on the old frigate during her career of victory; but I thought it possible that the idea of selling as junk, for a few dollars, the relics of this old ship might arouse in some persons the repugnance expressed in the well-known poem of Doctor Holmes, when the author exclaimed,

"The harpies of the shore shall pluck the eagle of the sea," and, in deference to this sentiment, I added in my last annual report—

If for purely sentimental reasons it be thought that this supposed veteran of our old wars is entitled to a warrior's death, she might be used as a target for some of the ships in our North Atlantic Fleet and sunk by their fire.

To Doctor Holmes's proposal, that she be "given to the God of storms, the lightning, and the gale," there was the rather serious practical objection that this would convert her into a derelict and a source

of danger on the high seas. I therefore suggested that she be given what seemed to me an appropriate and honorable military death and burial, leaving to a modern vessel of a type analogous to her own the task of rivaling her exploits and perpetuating her name. I deem the foregoing explanation proper because of the clamor aroused by the last-mentioned suggestion, a clamor which, although unreasonable and largely factitious, nevertheless indicated on the part of many worthy people either ignorance of the facts or else a complete misunderstanding of the Department's meaning.

The work authorized by the Congress at its last session for the preservation of the old ship is in progress. Much of the upper woodwork, which proved to be very badly decayed, has been removed and suitable supports inserted, so that the vessel may be docked without danger to her integrity. Inasmuch as it has been determined to spend the considerable sum already appropriated for her preservation, I recommend that she be so far further reconstructed as to be made seaworthy. In my last report I stated that, if so rebuilt, "she would be absolutely useless;" experience has led me to modify this opinion. The Department is frequently requested to send ships of war to take part, and especially to fire salutes, in patriotic celebrations at seaport towns. If the *Constitution* were in condition to be towed from port to port, she would be very serviceable for this purpose; and would certainly serve much better to awaken interest in the Navy and remind the public of its honorable traditions than if kept as a mere object of curiosity at a single naval station.

DEPARTMENTAL ACCOUNTS.

In July last, in anticipation of the preparation of estimates for the next financial year, the Department, by circular, directed its several Bureaus to report, simultaneously with the submission of their estimates, approximately how much had been spent for each one of the numerous heads of expenditure set forth in the various general appropriations during the financial year just concluded. Replies to this circular developed the facts that, in a majority of the Bureaus, no records were kept which would enable them to furnish the Department such information, and that the Bureau of Supplies and Accounts, to which these Bureaus had applied for assistance in preparing the desired reports, was unable to afford them any. The Department found itself, therefore, in the embarrassing position of being unable to furnish the Committees on Naval Affairs of the Senate and House of Representatives any trustworthy data as to the items of its actual outlay under the appropriations in question, unless, indeed, it should resort to the laborious and expensive process of tabulating the vouchers for each expenditure, a task of truly gigantic proportions.

In view of these facts, I appointed a small and carefully chosen commission to investigate the systems of accounting and bookkeeping in use in the Department and to report a plan whereby the desired information might be hereafter preserved and furnished when needful, with as little additional labor to the clerical force, and consequent expense to the Government, as might be possible: this Commission has made a preliminary report. I think this subject of great importance, not because of any belief or suspicion of irregularities in the expenditure of such appropriations, but because the Secretary of the Navy cannot fulfill his duty unless he is at all times fully and promptly informed as to the financial condition and operations of the Department. It is, as yet, thought probable that, to give effect to the definitive recommendations of the above-mentioned Commission, legislative action will not be needed. If it shall finally prove to be necessary, I hope, with confidence, that the Congress will find no difficulty in affording the Department the necessary assistance.

LEPER COLONY AT GUAM.

I respectfully call your attention and that of the Congress to the imperative demand of humanity, as well as public policy, that a reasonable appropriation be made to assist the government of the island of Guam in dealing with the cases of leprosy and of a peculiar and terrible tropical disease, the precise nature of which seems to be as yet undetermined, existing upon that island. The resources at the command of the governments of Guam and Tutuila are very limited, owing to the poverty of the inhabitants, and the public expenses of both arise, in large part, from their constituting naval stations. It is, therefore, plainly equitable that the General Government should assist these poor and isolated communities in bearing the burdens thus imposed upon them; but, in matters affecting their sanitary condition, self-interest, as well as equity, dictates a generous course in this respect, since the health of the force maintained at these stations may well suffer with that of the inhabitants. I strongly recommend, therefore, that a moderate sum, say \$50,000, be appropriated annually, to be expended in the discretion of the Secretary of the Navy, for the advancement of the welfare of the inhabitants of these islands; a detailed statement of all such items of expenditure to be, of course, laid before the Congress at the commencement of each session.

NEW VESSELS.

The views of the General Board and the Board on Construction with regard to new vessels to be recommended for authorization at the present session of Congress are in substantial harmony. Deeming it my duty to give Congress the benefit of the views of both boards in

detail, and following the precedent established last year, I submit them as follows:

General Board.

	Unit cost.	Total cost.
2 battle ships.....	\$10,000,000	\$20,000,000
2 scout cruisers	2,500,000	5,000,000
4 destroyers.....	850,000	3,400,000
4 ship's motor torpedo boats.....	30,000	120,000
1 river gunboat of Helena size.....	600,000	600,000
2 small gunboats.....	25,000	50,000
2 shallow-draft river gunboats.....	80,000	160,000
2 squadron colliers.....	1,250,000	2,500,000
1 ammunition vessel to carry 5,000 tons dead weight, to have same speed as squadron colliers.....	1,250,000	1,250,000
Approximate total.....		33,080,000

The Board on Construction.

	Unit cost.	Total cost.
2 battle ships.....	\$9,500,000	\$19,000,000
1 ammunition vessel.....	(a)	
2 scout cruisers	2,000,000	4,000,000
4 destroyers.....	800,000	3,200,000
2 squadron colliers.....	2,000,000	4,000,000
1 river gunboat of Helena type.....	600,000	600,000
2 shallow-draft river gunboats.....	100,000	200,000
Total.....		31,000,000

^a One of squadron colliers now under construction to be arranged for ammunition carrying.

It will be observed that the Board on Construction recommends a larger appropriation for the two squadron colliers. It may be remembered that the limit of cost of such vessels had to be increased from \$1,250,000 to \$1,550,000, and it appears that by the addition of less than 30 per cent to the last-mentioned figures the size of these colliers can be so increased that their capacity for coal will be doubled. The Board on Construction also recommends that, in the interest of economy, one of the colliers now building should be so arranged that she can be used as an ammunition vessel in case of necessity, a necessity which of course could only arise in the event of war. I approve these two recommendations.

The two boards differ as to the size of the scout cruisers recommended, the General Board holding that vessels of this type should be considerably larger than the three scouts now building, while the Board on Construction advises that we simply build two more of this class. In view of this difference of opinion between the boards and of the fact that the scout cruisers now building are, in a sense, experimental, and that a very much better judgment as to desirable characteristics of this class of vessels can be formed after their completion and trial, I do not recommend the authorization of any scout cruisers at this session of Congress.

The construction of the destroyers and gunboats seems to me eminently desirable and I strongly urge their authorization.

While the ship's motor torpedo boats and shallow-draft river gunboats recommended by the General Board could be undoubtedly built out of the general appropriation for small craft, as is suggested by the Board on Construction, and in accordance with reasonable and well-established practice, nevertheless I see no objection to their special authorization by the Congress, particularly in view of their very moderate cost.

With respect to the two battle ships which, with the one already authorized, would make three equal in fighting force to any which, so far as is known, will be possessed by a foreign power at the time of their completion, I have already said that I consider the authorization of one such vessel, a consort to the ship already authorized, is clearly demanded by the requirements of reasonable foresight for the national safety under circumstances now existing. I am not prepared to say this so unhesitatingly for the second vessel recommended, but in view of the unanimous and emphatic advice of all those in the Department most competent to speak on such a subject and bearing the responsibility for its proper decision, I deem it my duty to counsel this further addition to our force.

CONCLUSION.

In closing this report I think it is but right to call attention to certain features of our country's situation, which, although sufficiently obvious and of self-evident importance, nevertheless appear to be frequently overlooked. Although a continental power, for practical purposes we share with Great Britain the immense advantages of an insular position. Provided our naval strength be sufficient to retain command of the sea, we are absolutely safe from invasion, and consequently escape the burdens of a vast military establishment which bear upon all the great powers of the European continent; but if we have not a sufficient Navy the oceans to the east and west of us, instead of serving as bulwarks for defense, become highways for invasion. The extensive steam merchant marines which serve the commerce of the world are no less available to transport men and munitions of war, and they place our shores within a week's, or at least a fortnight's, march of a powerful army from any one of the great military countries of the world, a danger rendered far more serious by the fact that an enemy coming by water is restricted to no line of advance ascertainable beforehand and may choose for aggression any point of our coast line which seems the most vulnerable. Under these circumstances, unless we are willing to maintain a strong standing army, the maintenance of our naval strength is a matter of supreme moment to the national safety, and I am convinced that an enlightened and

patriotic public will assent gladly to any reasonable sacrifices necessary to assure such safety. The pecuniary burden imposed on each inhabitant of the United States for the maintenance of the Navy may be estimated roughly, but with a fair approximation to accuracy, at one-third of that borne by each inhabitant of Great Britain and Ireland, and the burden of personal service to the like end at about one-seventh. Expressed in figures we may say that the cost of the Navy amounts to about \$1.33 per annum for each inhabitant of the United States and that about six men out of every ten thousand inhabitants are at present bound by law to naval service. Surely such burdens as these, or even some very slight increase of these burdens, will be accepted without reluctance or murmur by the patriotism and good sense of the American people.

Very respectfully submitted.

CHARLES J. BONAPARTE,
Secretary.

APPENDIX A.

REPORT OF PERSONNEL BOARD.

[NOTE.—The following report has been annotated by the Secretary of the Navy, as indicated in his annual report. Those clauses and sentences of the report of the Personnel Board on which he desires to comment are printed in the following in italics. Directly following the italics, and printed within brackets, are the Secretary's comments on the clauses or sentences italicized.]

SIR: The board appointed by your order of August 16, 1906, to carefully consider existing laws affecting the commissioned personnel of the naval establishment of the United States and to recommend such additions thereto, omissions therefrom, and changes therein as will in the judgment of said board tend to promote efficiency and economy, and will also be consonant with justice and an equitable regard for the interests of those thereby affected, beg to report as follows on the first of the divisions referred to therein, namely, "A report of recommendations affecting the officers of the line of the Navy only."

It is essential in a military organization, such as that of the naval service, in order to obtain the highest efficiency in the executive branch, that there should be a regular flow of promotion, so that officers will remain in the lower grades sufficiently long to enable them to obtain that experience and to reach that maturity necessary to fit them for the responsible duties of command and flag rank; and that promotion to the upper grades should not be so delayed that officers by reason of long service in subordinate positions fail to develop those qualities of decision and sustained energy that make leaders; at the same time officers should spend sufficient time in each of the upper grades to enable them to gain the necessary experience to fit them for the work of that grade before being promoted to the next higher grade. That the present law would not operate to bring about this principle, and in that respect is defective, was recognized by President Roosevelt while Assistant Secretary of the Navy. In submitting, as chairman, the report of the personnel board in 1897, he said: "Some provision must also be made as to the maximum age at which officers shall be eligible for promotion to the grade of rear-admiral."

An examination of the navy list discloses a condition of affairs under the present law that seriously affects the efficiency of the service and constitutes a grave menace, if not a positive danger, to the public interests. As taken from the navy list the average age of rear-admirals on July 1, 1906, was 60 years and 8 months; of captains, 57 years 9 months; of commanders, 51 years 4 months; under existing law, on January 1, 1910, the average ages will be 60 years 11 months; 57 years 11 months; 51 years 9 months, respectively, and on January 1, 1914, the average ages will be 60 years 7 months; 58 years 1 month; 50 years 8 months, respectively. Congress has authorized a considerable increase in the number of midshipmen at the Naval Academy, and these midshipmen upon graduation are promoted to ensign and lieutenant (junior grade). But no provision has been made for a corresponding increase in the upper grades, the result being that the lower grades will become so congested that a midshipman now in one of the lower classes at Annapolis may possibly not be promoted to lieutenant until he is between 45 and 50 years of age.

And so it will continue under the present law, congesting at the top and congesting at the bottom, and the country fails to get from the officers of the service the best that is in them by not providing opportunity for their normal development and training. The board believes that this works a serious detriment to the efficiency of the Navy and is a real menace to the public safety.

Thus it is perfectly plain that an automatic system of promotion must be devised whereby each officer spends a minimum time in each grade to obtain a definite amount of experience in that grade, and there must also be a maximum period to be spent in each grade in order that the amount of service in each should be regularly proportioned from the lowest to the highest.

Having determined upon these cardinal principles, which are deemed necessary to meet the needs of the country, in formulating a plan to put them into effect the following considerations were taken into account: First, it must be economical; second, that compensation to officers should be proportionate to services rendered; third, that all officers who do not develop special fitness can not hope to reach the highest rank in the service; fourth, that there should be some incentive to create competition

between officers to encourage them to strive for the distinction of reaching the highest rank.

Now the duties of the service are such as to require a certain proportion of officers in each grade, and this proportion, bearing in mind the principles enunciated above (of length of service and experience in each grade), is such that from time to time a certain number of officers must be eliminated from each of the upper grades. The board considered several methods of accomplishing this; first, by selecting for promotion those officers who by their records and their known accomplishments are presumptively more fitted than their fellow-officers for promotion, and eliminating the latter when their time of usefulness has passed, to make way for those below them; second, by what is known as elimination or selection out, whereby when it is necessary to create vacancies for the purpose of keeping up the regular flow of promotion, officers who are least fitted for such promotion are taken from the seagoing or active list.

Officers so eliminated, whether by one or the other of the above plans, could be placed upon the retired list on reduced pay or placed upon a reserve list, their services being utilized so long as they are of value for the performance of special duty ashore. The board is of opinion that the creation of a reserve list best serves the interests of the country, as services of officers on the reserve list could be utilized at sea in time of war or emergency and because there are many officers, who, while not so well adapted to a life at sea as their fellows, are specially fitted for naval work ashore, and such officers might prefer to serve on the reserve list, where they could use their talents and their abilities to the best advantage.

After careful consideration of both plans the board is strongly of opinion that the second is better suited to our system of government, of naval education, administration, and organization, and agrees unanimously with the opinion expressed by the personnel board of 1897. "It was deemed best by every member of the board to try the process of eliminating the officers who were redundant rather than by selecting the highest for promotion, for although the latter method is ideally the best, it would, in any event, have to be combined with the other, and it would in its actual working be open to far graver objections." Being guided by the fundamental considerations expressed above, the accompanying plan has been evolved. Its details have been carefully worked out, the minimum number of officers required for the fleet, the number of officers in each grade, the length of time to be spent in each and the amount of sea service required in each grade, all are based upon the experience of years and upon modern requirements afloat and ashore. It is automatic in its action, being constantly regulated so that there are no sudden flights of promotion nor yet long periods of service in any one grade. It is elastic and can be adapted to any number of officers that may be required for the defense of the country. It is economical and will, in comparison with the cost of maintenance of the line personnel under the present law, on the basis of 1,500 officers, actually result in a saving to the Government in seven years of about \$5,000,000.

Perhaps it would be well to explain the reasons for the board's recommendations for three vice-admirals. The Government, in its naval organization, in order to conserve its dignity and to maintain discipline, has conferred rank and authority upon certain individuals commensurate with the responsibilities which devolve upon those individuals. Thus, not considering subordinate officers, there are commanders who command cruisers and are available as second in command of battle ships, captains who command battleships, and rear-admirals who command divisions, squadrons, and fleets. Logically and naturally officers who command squadrons and fleets, in keeping with their dignity and the responsibilities of their positions, should have a higher rank than that of rear-admiral, and so, taking into consideration the present size of the fleet, the board is of the opinion that there should be at least three vice-admirals, one to command the fleet on the Atlantic and one on the Pacific, and one to have a position of the highest responsibility on shore. As the law now stands the rank of rear-admiral is, in the natural order of things, the highest an officer can look forward to. Thus, upon arriving at that rank, an officer has finished his career so far as rank is concerned. The board believes that officers should be trained to command fleets just as they are trained to command ships, and that the possibility of promotion to the grade of vice-admiral will stimulate younger flag-officers to activities that would be of material benefit to the service. It is the practice in foreign countries to have vice-admirals and admirals, and the principal navies have even a greater number of vice-admirals in proportion to the number of officers in the service and to the number of ships than the board recommends. This lack of officers of high rank is often embarrassing, for when our fleet meets a foreign fleet, even though the officer in command of the latter be junior in years and with a smaller fleet, he takes precedence over our own commander by virtue of superior rank, thus giving an impression of inferiority to inhabitants of foreign countries.

Appended is an explanation, prepared at the request of the board by Lieut. Commander A. L. Key, U. S. Navy, on the working of the plan, giving in detail the cost of its operation as prepared by the Bureau of Supplies and Accounts.

ORGANIZATION.

1. The active list of the line officers of the Navy should consist of a seagoing list of 1,500 officers below flag rank, plus those carried as additional numbers. The present list should be increased accordingly by not more than 75 numbers annually, in addition to the vacancies normally created during the year, until the total number on the seagoing list be attained: *Provided*, That the numbers comprising the class of midshipmen to be promoted at once under the conditions named in paragraph 20 of these recommendations be excluded from the computation for the fiscal year in which such promotion takes place.

2. There should be 3 vice-admirals and 21 rear-admirals on the active list, the vice-admirals to be increased in number by 1 for every increase of the enlisted personnel by 8,000.

3. The number of officers below flag rank should be distributed among the several grades in the following proportions of the whole number of commissioned officers borne as regular numbers below flag rank, viz: Captains to consist in number of 7 per cent of the whole number; commanders, 7 per cent; lieutenant commanders, 18 per cent; and lieutenants, lieutenants (junior grade), and ensigns, 68 per cent in all; provided that the numbers fixed in the grades of captain and commander be 90 for each grade until June 30, 1913, or six years after enactment of law, when each grade of captain and commander is to be increased at the rate of not more than 5 each year until each grade composes 7 per cent of the total of commissioned officers below flag rank; providing, further, that no one is to be reduced in rank.

4. Vice-admirals should have the rank, pay, and allowances given to lieutenant-generals of the Army and should be retired at the age of 64 years, but should not be allowed the privilege of voluntary retirement.

5. A board should be constituted consisting of 5 flag-officers from the active and retired list senior to all the rear-admirals on the active list, which should recommend to the President of the United States 5 rear-admirals as eligible for promotion to vice-admirals, *3 to be selected by the President and nominated to the Senate for appointment as vice-admirals.* [Substitute for the foregoing the following: "After consideration of such report the President shall nominate and, by and with the consent of the Senate, appoint 3 persons to be vice-admirals."] Thereafter whenever a vacancy occurs in the grade of vice-admiral a board consisting of 5 flag-officers of the active and retired lists senior to all the rear-admirals on the active list should recommend for such vacancy 3 rear-admirals on the active list to the President of the United States as eligible for promotion to vice-admirals, *1 of whom to be selected by the President and nominated to the Senate for appointment as vice-admiral.* [Substitute for the foregoing the following: "After consideration of such report the President shall nominate and, by and with the consent of the Senate, appoint a person to be vice-admiral."]

6. No rear-admiral should be eligible for recommendation for promotion to vice-admiral who has not had at least one year of sea service as flag-officer, and the rear-admirals who are selected for recommendation should be those, in all cases, who in the opinion of the selecting board are best fitted to command a fleet of battle ships in action.

7. There should be formed a list of officers reserved for shore duty only to be known as the reserve list with the pay and allowances now given to officers on shore duty. Whenever the average age of the officers composing the grade of rear-admiral is more than 59 years, rear-admirals should be permitted to apply to the Secretary of the Navy for transfer to the reserve list, and on the 30th of June of each year, when the average age of said officers in said grade is more than 59 years, the applicants in the order of rank, not to exceed 4, by Executive order, should be transferred to the reserve list. Should there be less than four applicants, the Secretary of the Navy should convene a board of 5 flag-officers senior to all of those on the active list of rear-admirals, who will designate the additional number necessary to cause the transfer of a total of 4 rear-admirals to the said reserve list on the 30th of June aforesaid, and any rear-admiral transferred to the reserve list should take rank and precedence after the rear-admiral next ahead of him on the seagoing list and be retired at the age of 62 years.

8. Whenever on the 30th of June of each year the senior 10 captains in order of consecutive graduation from the Naval Academy [in this passage the contingency that some one or more of the ten may not have been graduated from the Naval Academy seems to be overlooked] average more than 55 years of age, or whenever on June 30 the senior 10 commanders in order of consecutive graduation from the Naval

Academy average more than 48 years of age, a board of 5 rear-admirals should be appointed to designate 15 per cent of the captains for the reserve list, and similarly on June 30 of each year when the 10 senior lieutenant-commanders *in order of consecutive graduation from the Naval Academy* [in this passage the contingency that some one or more of the 10 may not have been graduated from the Naval Academy seems to be overlooked] average more than 44 years of age, the same board should designate 10 per cent of the commanders for the reserve list.

Each member of the board of 5 rear-admirals herewith recommended shall swear or affirm that he will without prejudice or partiality, and having in view solely the special fitness of officers and the efficiency of the naval service, perform the duties imposed upon him by this section. Its findings, which shall be in writing, to be signed by all members, not less than 4 governing.

On the 30th of June when the senior 10 lieutenants *in order of consecutive graduation from the Naval Academy* [in this passage the contingency that some one or more of the 10 may not have been graduated from the Naval Academy seems to be overlooked] average more than 37 years of age, similarly a board of 5 captains, to be organized and governed by the same oath and form of procedure as the board of 5 rear-admirals already mentioned, should designate 10 per cent of the lieutenant-commanders for the reserve list. In computing these percentages all resultant fractions to be excluded.

Officers of the reserve list who have had, at the time of their transfer to the reserve list, thirty years' service *from date of entry at the Naval Academy* [or date of original warrant], should have one promotion contemporaneously with the officer next ahead of them on the seagoing list, but not to the grade of rear-admiral, subject to examination as prescribed by law, provided that promotions on the reserve list from the grade of captain be to the grade of commodore, when he should be retired as commodore on three-fourths pay, and that a rear-admiral, when placed on the reserve list, shall have the rank he then holds and be promoted with the officer next above him on the seagoing list. The grade of vice-admiral should not be treated as the next higher grade for the purpose of promotion on the reserve list or for retirement from the seagoing list.

Officers in grades from which elimination for the reserve list is or may be authorized by law should be permitted to submit applications for such reserve list. The board authorized to make the list of reservations should prepare its list after reference to the list of voluntary applications, having due regard to the special fitness of officers and the efficiency of the naval service.

In order to prevent an excess of officers upon the reserve list beyond the requirements of the duties which they are to perform, it is recommended that an officer who is transferred to the reserve list as captain should be retired as commodore on three-fourths pay of grade when the captain who was next above him on the list of captains becomes a rear-admiral, and an officer who is transferred to the reserve list as commander should be retired as captain with three-fourths pay of grade when the officer who was next above him on the list of commanders is promoted to captain, and that an officer who is transferred to the reserve list as lieutenant-commander should be retired as lieutenant-commander on three-fourths pay of grade when the officer who was next above him is promoted to captain. It is further recommended that lieutenant-commanders transferred to the reserve list be allowed to voluntarily retire as such on half pay of grade at the discretion of the President.

It is further recommended that the provisions of the United States Statutes at Large, volume 29, page 361, chapter 399, prohibiting retired officers of the Navy from holding employment with firms furnishing supplies and war material to the Government be repealed. [This provision is disapproved.]

9. Any officer who served with credit as an officer or as an enlisted man in the regular or volunteer forces during the civil war prior to April 9, 1865, otherwise than as a cadet, who may be designated for the reserve list, should be entitled to two promotions on said reserve list contemporaneously with the officer next ahead of him on the seagoing list, subject to the examinations now provided by law, providing that nothing should be construed to entitle said officers on the reserve list to be promoted above the grade of rear-admiral.

10. *The duties for which the officers on the reserve list should not be eligible should be defined by law, and the board is of the opinion that in time of peace they should not be eligible to duty as chiefs of bureaus, assistant chiefs of bureaus, members of the General Board, commandants of navy-yards or stations, and such secondary duties on shore as are necessary for the individual professional development and training of officers on the seagoing list.*

11. Any commissioned officer of the seagoing list of the line below the grade of rear-admiral who is found physically disqualified for sea duty but is pronounced capable of performing shore duty, should be placed on the reserve list.

PROMOTIONS AND RETIREMENTS.

12. Officers of more than thirty years' service who may be found so physically disqualified as to be unable to do reserve duty, when such disqualification is the result of an incident of the service, should be retired in the grade for which examined; officers of less than thirty years' service similarly disqualified should be retired in the grade they then hold.

13. In case the candidate for promotion is found disqualified, by reason of professional, mental, or moral unfitness, or by reason of physical unfitness not incurred in line of duty, the examining board should have discretionary powers with certain limits to recommend to the Department as follows:

1. If the candidate has had less than twenty years' service, that he be dropped or retired with furlough pay, according to his record during his period of service.

2. If more than twenty and less than thirty years of service, to be retired with one-half or furlough pay, according to his record.

3. If more than thirty years of service, to be retired with one-half pay of grade.

14. An office of records of officers should be established in the Bureau of Navigation, with the necessary clerical and other assistance, to be under charge of an officer of not less rank than of captain. This office should collect and contain the reports of fitness and other records of officers, including copies of the findings of all judicial and examining boards that are applicable and are now existing in the office of the Judge-Advocate-General. These records, with all pertinent evidence upon the subjects, to be available for presentation to the elimination and all other boards by the chief of the office of records when called for by these boards.

15. Ordinary promotions should be made as vacancies occur during the year.

16. The number of captains, commanders, and lieutenant-commanders should be as may be authorized in each grade, plus those officers who are additional because of war service and acts of Congress, and also those who are now or may become eligible for engineering duty only; provided that all officers who are additional should have the privilege of voluntary retirement and also be eligible for elimination. The percentage of elimination from officers for engineering duty only from any grade shall be the same as the percentage of elimination from the other officers of that grade.

17. The following is recommended as the minimum of the requirements for sea service before promotion, the said sea service to be in the regular duties of their grades in a cruising vessel:

Captain and commander.....	1 year.
Lieutenant-commander.....	1 year.
Lieutenant.....	75 per cent.
Ensign and midshipman.....	75 per cent.

Provided that, if when an officer comes up for promotion he lacks the required amount of sea service, his promotion be deferred without loss of date or number until he has performed the requisite sea service; provided that after 1910, or three years after the establishment of this recommendation, the minimum sea service of captains, commanders, and lieutenant-commanders be 50 per cent of service in grade.

THE NAVAL ACADEMY AND MIDSHIPMEN AND LOWER GRADES OF THE LINE.

18. The number of appointments to the Naval Academy is recommended to be left as now established by law.

19. The age of entrance at the Naval Academy is recommended to be not less than 15 years nor more than 18 years, the reduction to go into effect three years after the beginning of the academic year next subsequent to the authorization of this paragraph.

20. After graduation from the Naval Academy midshipmen should serve one year at sea and should then be commissioned ensigns without competitive examination, but subject to the examination now required by law for other commissioned officers of the Navy; and ensigns, after two years' service as such or three years after graduation from the Naval Academy, to be promoted to lieutenants (junior grade), subject also to the examination now required by law, and afterwards to serve three years as lieutenant (junior grade), and then to be promoted to the grade of lieutenant, subject to the examination provided by existing law; provided further, that all officers now commissioned ensigns be immediately commissioned lieutenants (junior grade),

without examination, and after five years from date of their first graduation from the Naval Academy to be promoted to the grade of lieutenant, subject to the examination now provided by law; and provided further, should this become law, that the class that had their first graduation at the Naval Academy in 1905, or one year from graduation, be immediately commissioned ensigns, without examination, and three years after date of said graduation at the Naval Academy they be promoted to the grade of lieutenant (junior grade), subject to the examination required by existing law.

21. *On promotion of midshipmen to ensigns, any excess in the number of midshipmen above what is necessary to fill vacancies in the name of ensign, including those recommended in paragraph 1 as additional for the year, and such other vacancies in other grades or other corps for which they are eligible, should be discharged from the service with honorable discharge and one year's pay of grade.* [This provision is approved, but only in connection with the recommendations contained in paragraph 4 under the heading "The Naval Academy" in the Secretary's Annual Report, which, if adopted, will render it probably nugatory in a great measure.]

22. Midshipmen after graduation from the Naval Academy should be given the benefits of the retirement and pension laws.

GENERAL RECOMMENDATIONS.

23. The board, while in favor of the amalgamation of the line and former engineer corps, as provided by the present personnel law, in a general sense, desires to express the opinion that experience shows that some specialization for the design and inspection of machinery should be created.

24. That all retirements to the next higher grades provided for in sections 2448, 2449, and 2461 of the Revised Statutes be no longer authorized by law if these recommendations are carried into effect.

25. The officers and enlisted men of the Navy should have the same privileges of retirement as officers and enlisted men of the Army and Marine Corps, and the provision of section 1243 of the Revised Statutes and chapter 1125 of the acts of the last session of the Fifty-first Congress, act of September 30, 1890, relating to retirements in the Army and Marine Corps, should be made applicable to the Navy; but no officer should be permitted to voluntarily retire with less than thirty years' service on the active list except as provided in section 8, paragraph 6, of this report.

26. *The board recommends that from this time henceforth no additional officers from the retired list of and above the rank of commander be employed upon duty for which officers on the active list are eligible; and that as soon as practicable those officers now so employed be relieved by officers from the active list or from the proposed reserve list.* [This provision is disapproved.]

27. These recommendations, if carried out, would involve the modification or repeal of Revised Statutes, sections 2340, 2341, 2445, 2448, 2449, 2450-2457 (2461), 2464, 2466, 2467, 2473-2480, 2503-2516, 2531, 2534, 2537, 2538, 2599, as to pay of midshipmen.

28. The board recommends that section 1442 of the Revised Statutes, giving the Secretary of the Navy authority to place any officer on the active list on furlough, be amended by adding the words "on his own request" after the words "active list of the Navy."

29. There should be appointed an assistant to the Chief of Bureau of Equipment, the appointment to be made in the manner now provided by law for assistants to chiefs of bureaus.

RETIRED LIST.

30. Retired officers of the Navy, who have been retired for disabilities resulting from an incident of service, ordered to active duty should have the rank, pay, and allowances of officers of the active list of like length of active service, and if actively employed for three years after retirement, when detached from duty, retain the rank and highest retired pay of the grade they then hold; *provided that no retired officer so employed on active duty shall have at any time the rank and pay of grade higher than that of lieutenant-commander.* [This provision is disapproved.] The time of service of the retired officer for the purpose of fixing his rank, pay, and allowances to be made up of the period of service before retirement, to which should be added the time engaged in active service, under the order of the Secretary of the Navy, while on the retired list; provided further that the rank and pay of any officer on the retired list should not thereby be reduced.

WARRANT OFFICERS.

31. The provisions of the law governing the examination of boatswains and gunners for commissions as ensigns should be extended to include chief boatswains and chief gunners.

32. The pay of boatswains and gunners should remain as now fixed by law, except that they should have the 10 per cent increase of pay for shore duty beyond seas allowed other officers of the Navy.

33. Boatswains and gunners who are or have been promoted to chief boatswains and chief gunners, to rank with but after ensigns, should suffer no reduction in pay on account of such promotion, but continue to receive the higher pay until the pay of the rank to which they are promoted is equal to or higher than that they were receiving at the time of promotion.

34. The pay of chief boatswains and chief gunners to be as follows:

First five years from date of appointment	\$1,400
Second five years from date of appointment	1,600
Third five years from date of appointment	1,800
After fifteen years from date of appointment	2,000

Very respectfully,

TRUMAN H. NEWBERRY,
Assistant Secretary of the Navy, President of the Board.
 C. H. STOCKTON,
Rear-Admiral, U. S. Navy, Member of Board.
 C. E. VREELAND,
Captain, U. S. Navy, Member of Board.
 H. H. HOSLEY,
Commander, U. S. Navy, Member of Board.
 ALBERT GLEAVES,
Commander, U. S. Navy, Member of Board.
 EMIL THEISS,
Lieutenant-Commander, U. S. Navy, Member of Board.
 HILARY P. JONES,
Lieutenant-Commander, U. S. Navy, Member of Board.
 CLELAND DAVIS,
Lieutenant-Commander, U. S. Navy, Recorder of Board.

MEMORANDUM ON FOREGOING NOTES.

The provisions in paragraph 5, for which the Department suggests different language, are objectionable in that they apparently seek to limit the discretion of the President in appointments to the office of vice-admiral. The Department regards such limitations as of doubtful constitutionality and, in any event, as inexpedient. The Department, however, approves cordially of the provision for obtaining advice of officers of high rank to assist the President in the discharge of his constitutional duty.

The provisions noted as objectionable in paragraph 8 seem to overlook the possibility that they may affect officers who are not graduates of the Naval Academy. While such a contingency would be altogether exceptional under existing circumstances, as matter of law it should be guarded against. The Department holds that officers on the retired list who receive compensation from the Government should not be permitted to assume duties which oblige them to protect interests hostile to the Government. This appears to the Department inconsistent with sound business principles, and might be attended by more or less serious abuses in practice.

Paragraph 10 is disapproved because the Department thinks the subject to which it relates should be covered by naval regulations and not by statute, and also because the Department thinks as much latitude as possible should be permitted respecting the assignment of officers on the contemplated "reserve list." As far as practicable, officers on this list should, in the judgment of the Department, be employed in all shore duties, so that officers on the active list may be all available for sea duty at any time.

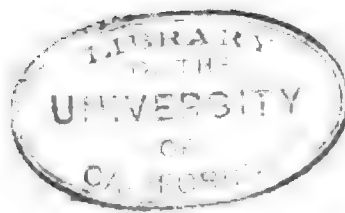
Paragraph 21 is unobjectionable, but if the Department's recommendations, in the fourth paragraph under the heading "The Naval Academy," of the Secretary's Report for 1906, that all vacancies in the lowest grades of the Pay Corps and Marine

Corps be filled from graduates of the Naval Academy, and that undergraduates be allowed to take special courses which, when supplemented by a suitable postgraduate course, will fit them for commissions in the Medical Corps or as civil engineers, be adopted, it seems altogether improbable that an appreciable number of midshipmen will have to be discharged from the service, as required by the terms of this paragraph.

Paragraph 26 is disapproved because the Department holds that the employment on active duty of officers on the retired list, in assignments which they are competent to fill satisfactorily, is desirable as affording the Government a direct return for the expense it incurs in their compensation, and therefore the opportunities for such employment should not be abridged.

The part of paragraph 30 forbidding a retired officer on active duty to have a higher rank or pay than that of lieutenant-commander appears to the Department altogether indefensible. A retired rear-admiral, for example, ordered to duty on a court-martial would regard it as an indignity if a commander on the active list forming part of the same court were given precedence over him. It may be here noted that the language of this entire paragraph is somewhat obscure, although, as construed by the Department, its provisions seem to be unobjectionable, except in the particular above noted.

As stated in the annual report, with the exceptions indicated above, the report of the board on commissioned personnel is very cordially approved by the Department and strongly recommended to the favorable consideration of the Congress.



	3%
	[
<u>ders</u>	<u>Con</u>

24

44

of S
retire
N. Vice

[illegible]

10

TABLE C.

The column headed "Existing law" shows the active list of the line of the Navy as it would actually be under present laws for each fiscal year from 1907-8 to 1913-14, limiting the active list to 18 rear-admirals, 70 captains, 112 commanders, 200 lieutenant-commanders, 350 lieutenants, and an unlimited number of junior lieutenants and ensigns, carrying, till they are retired for age, such additional numbers as now exist in the several grades. The results are reached by working with the Navy Register of July 1, 1906, tabulating age retirements for each year, allowing 3 per cent for casualties, and calculating the number of officers that would be retired each year under section 8 of the personnel act of 1899. Similarly, the results in the column headed "Proposed plan" are reached by using the Navy Register of July 1, 1906, and applying the proposed provisions to the existing navy list, allowing 3 per cent for casualties and tabulating the age retirements on the active list, transfers to the reserve list and retirements from the reserve list, and providing for a grade of six vice-admirals. The increased or decreased cost of the proposed list compared with the existing list is shown in the two columns to the right, the calculations for which were made by the Bureau of Supplies and Accounts. The numbers in parentheses are carried as additional numbers in the several grades.

FISCAL YEAR 1907-8.

Grade.	Existing law.		Proposed plan.		Increased cost.	Decreased cost.
	Number.	Age of junior.	Number.	Age of junior.		
		Yrs. mo.		Yrs. mo.		
Vice-admirals	0		6		\$66,000	
Rear-admirals	18 (5)	60 8	21 (3)	59 10	5,500	
Captains	70 (14)	54 3	90 (23)	51 3	130,500	
Commanders	112 (10)	46 7	90 (22)	42 0		\$32,000
Lieutenant-commanders	210 (10)	35 7	176 (11)	33 3		68,000
Lieutenants	329 (7)	27 0	292 (5)	27 0		111,060
Junior lieutenants	0		108	25 0	178,200	
Ensigns	246	24 0	a 212	23 0		52,360
Midshipmen	155	23 0				147,250
Total	1,163		1,029		\$80,200	410,670

a 120 of class of 1907.

Net decreased cost, fiscal year 1907-8, \$30,470.

FISCAL YEAR 1908-9.

Vice-admirals	0		6		\$66,000	
Rear-admirals	18 (7)	60 0	21 (4)	59 1		
Captains	70 (14)	53 11	90 (22)	48 6	126,000	
Commanders	112 (8)	44 7	90 (14)	40 10		\$64,000
Lieutenant-commanders	200 (10)	32 0	190 (10)	32 8		40,250
Lieutenants	345 (5)	27 0	288 (3)	27 0		112,860
Junior lieutenants	5	27 0	163	25 0	260,700	
Ensigns	338	24 0	a 222	23 0		178,640
Midshipmen	195	23 0				185,250
Total	1,302		1,092		452,700	581,000

a 122 of class of 1908.

Net decreased cost, fiscal year 1908-9, \$128,300.

FISCAL YEAR 1909-10.

Grades.	Existing laws.		Proposed plan.		Increased cost.	Decreased cost.
	Number.	Age of junior.	Number.	Age of junior.		
		Yrs. mo.		Yrs. mo.		
Vice-admirals.....	0		6		\$66,000	
Rear-admirals.....	18 (8)	59 11	21 (4)	56 10		\$5,500
Captains.....	70 (13)	54 5	90 (23)	44 6	135,000	
Commanders.....	112 (6)	44 10	90 (7)	38 4		\$4,000
Lieutenant-commanders.....	200 (11)	53 10	203 (8)	33 0		24,750
Lieutenants.....	350 (3)	27 0	286 (2)	28 0		140,400
Junior lieutenants.....	40	27 0	214	26 0	287,100	
Ensigns.....	440	24 0	235	23 0		\$15,700
Midshipmen.....	195	23 0				185,250
Total.....	1,440		1,158		488,100	755,600

a 128 of class of 1909.

Net decreased cost, fiscal year 1909-10, \$267,500.

FISCAL YEAR 1910-11.

Vice-admirals.....	0		6	58 0	\$66,000	
Rear-admirals.....	24 (1)	58 0	21 (4)	56 4		
Captains.....	70 (13)	51 7	90 (19)	44 9	117,000	
Commanders.....	112 (8)	42 10	90 (6)	38 10		\$96,000
Lieutenant-commanders.....	200 (10)	54 10	217 (9)	33 0	28,750	
Lieutenants.....	350 (2)	28 0	228	28 0		286,020
Junior lieutenants.....	105	27 0	322	25 0	358,050	
Ensigns.....	498	24 0	246	23 0		\$388,080
Midshipmen.....	195	23 0				185,250
Total.....	1,563		1,227		569,800	955,350

a 124 of class of 1910.

Net decreased cost, fiscal year 1910-11, \$385,550.

FISCAL YEAR 1911-12.

Vice-admirals.....	0		6	58 0	\$66,000	
Rear-admirals.....	18 (4)	59 9	21 (3)	56 3	13,000	
Captains.....	70 (13)	55 3	90 (15)	43 5	99,000	
Commanders.....	112 (8)	41 7	90 (7)	39 0		\$92,000
Lieutenant-commanders.....	200 (10)	54 0	230 (7)	33 0	71,500	
Lieutenants.....	350	28 0	280	28 0		162,000
Junior lieutenants.....	208	27 0	330	25 0	201,300	
Ensigns.....	558	24 0	248	23 0		477,400
Midshipmen.....	195	23 0				185,250
Total.....	1,724		1,297		450,800	916,650

a 122 of class of 1911.

Net decreased cost, fiscal year 1911-12, \$465,850.

FISCAL YEAR 1912-13.

Vice-admirals.....	0		6	57 0	\$66,000	
Rear-admirals.....	18 (3)	59 7	21 (2)	56 5	13,000	
Captains.....	70 (13)	53 1	90 (13)	44 10	90,000	
Commanders.....	112 (7)	42 10	90 (8)	40 0		\$84,000
Lieutenant-commanders.....	200 (9)	55 0	244 (5)	33 0	121,500	
Lieutenants.....	350	29 0	338	28 0		46,980
Junior lieutenants.....	342	27 0	341	25 0		1,650
Ensigns.....	558	24 0	240	23 0		489,720
Midshipmen.....	195	23 0				185,250
Total.....	1,856		1,369		290,500	807,600

a 125 of class of 1912.

Net decreased cost, fiscal year 1912-13, \$517,100.

FISCAL YEAR 1913-14.

Grade.	Existing law.		Proposed plan.		Increased cost.	Increased cost.
	Number.	Age of junior. Yrs. mo.	Number.	Age of junior. Yrs. mo.		
Vice-admirals.....	0		6	57 0	\$66,000	
Rear-admirals.....	18 (4)	59 11	21 (3)	54 11	13,000	
Captains.....	70 (11)	51 6	95 (10)	43 6	88,000	
Commanders.....	112 (7)	42 6	95 (10)	41 3		\$56,000
Lieutenant-commanders.....	200 (9)	35 0	257	33 0	144,500	
Lieutenants.....	350	30 0	380	28 0	39,600	
Junior lieutenants.....	478	27 0	547	25 0		216,650
Ensigns.....	558	24 0	624	23 0		483,560
Midshipmen.....	195	23 0				185,250
Total.....	1,990		1,441		\$351,100	940,960

a 107 of class of 1913.

Net decreased cost, fiscal year 1913-14, \$589,800.

RECAPITULATION.

Fiscal year—	Annual net decrease.
1907-8.....	\$30,470
1908-9.....	128,300
1909-10.....	267,500
1910-11.....	385,550
1911-12.....	465,850
1912-13.....	517,100
1913-14.....	589,800
Net decrease for seven years to 1913-14.....	2,384,570

TABLE D.—Proposed plan—Cost of reserve list.

Grade.	Number.	Cost.	Totals.
<i>Fiscal year 1907-8.</i>			
Rear-admirals.....	6	\$39,000	
Captains.....	12	54,000	
Commanders.....	9	36,000	
Total.....			\$129,000
<i>Fiscal year 1908-9.</i>			
Rear-admirals.....	9	59,500	
Captains.....	15	67,500	
Commanders.....	3	12,000	
Total.....			139,000
<i>Fiscal year 1909-10.</i>			
Rear-admirals.....	9	59,500	
Captains.....	21	94,500	
Total.....			154,000
<i>Fiscal year 1910-11.</i>			
Rear-admirals.....	7	46,500	
Captains.....	32	144,000	
Total.....			190,500
<i>Fiscal year 1911-12.</i>			
Rear-admirals.....	4	26,000	
Captains.....	40	180,000	
Total.....			206,000
<i>Fiscal year 1912-13.</i>			
Rear-admirals.....	3	20,500	
Captains.....	48	216,000	
Total.....			236,500

TABLE D.—*Proposed plan—Cost of reserve list—Continued.*

Grade.	Number.	Cost.	Totals.
<i>Fiscal year 1913-14.</i>			
Rear-admirals.....	1	\$7,500	
Captains.....	54	243,000	
Total			\$250,500
Grand total for seven years, 1907-8 to 1913-14.....			1,305,500

TABLE E.—*Cost of retired lists.*

Table C shows the comparative cost of the active lists under existing law and under the proposed plan. This table compares the cost of the two retired lists they produce. The cost of the retirement of an officer is obtained by multiplying his retired pay by the number of years of his expectation of life at the age of his retirement, as given by the American mortality tables. Age retirements and 3 per cent casualties give the number of vacancies each year. Under existing law 40 vacancies above the grade of junior lieutenant are required, and whenever the natural vacancies fall short of this number the deficit is made good by section 8 of the personnel act of 1899. In these calculations the vacancies made under this provision of law are distributed among the grades of captain, commander, and lieutenant-commander, in the proportions resulting from eight years' operation of the law.

FISCAL YEAR 1907-8.

EXISTING LAW.

Rear-admirals (age 62)	$14 \times R. P. \times 12.8$	\$896,000	
Captains (age 62)	$1 \times R. P. \times 12.8$	43,200	
			\$939,200

Section 8, personnel act of 1899.

Commodores (age 58)	$1 \times R. P. \times 15.4$	63,525	
Captains (age 50)	$2 \times R. P. \times 20.9$	141,075	
Commanders (age 38)	$14 \times R. P. \times 29.6$	1,243,200	
			1,447,800
			2,387,000

PROPOSED PLAN.

Rear-admirals (age 62)	$14 \times R. P. \times 12.8$	896,000	
Commodores (age 62)	$1 \times R. P. \times 12.8$	52,800	
Captains (age 54)	$3 \times R. P. \times 18.1$	183,262	
			1,132,062
Decreased cost			1,254,938

FISCAL YEAR 1908-9.

EXISTING LAW.

Rear-admirals (age 62).....	$18 \times R. P. \times 12.8$	\$1,152,000	
Rear-admirals (age 62).....	$1 \times R. P. \times 12.8$	52,800	
			\$1,204,800

Section 8, personnel act of 1899.

Commodore (age 58).....	$1 \times R. P. \times 15.4$	63,525	
Captains (age 50)	$1 \times R. P. \times 20.9$	70,537	
Commanders (age 38).....	$4 \times R. P. \times 29.6$	355,200	
			489,262
			1,694,062

PROPOSED PLAN.

Rear-admirals (age 62).....	15 × R. P. × 12.8.....	\$960,000	
Commodores (age 59).....	2 × R. P. × 14.7.....	121,275	
Captains (age 62).....	1 × R. P. × 12.8.....	43,200	
Captains (age 53).....	6 × R. P. × 18.8.....	380,700	
		<hr/>	\$1,505,175
Decreased cost			188,887

FISCAL YEAR 1909-10.

EXISTING LAW.

Rear-admirals (age 62).....	14 × R. P. × 12.8.....	\$896,000	
Rear-admirals (age 62).....	1 × R. P. × 12.8.....	52,800	
		<hr/>	\$948,800

Section 8, personnel act of 1899.

Commodores (age 57).....	1 × R. P. × 16.0.....	66,000	
Captains (age 49).....	2 × R. P. × 21.6.....	145,800	
Commanders (age 38).....	1 × R. P. × 29.6.....	88,800	
		<hr/>	300,600
			<hr/>
			1,249,400

PROPOSED PLAN.

Vice-admirals (age 64).....	2 × R. P. × 11.7.....	193,000	
Rear-admirals (age 62).....	6 × R. P. × 12.8.....	384,000	
Commodores (age 62).....	5 × R. P. × 12.8.....	264,000	
Commodores (age 57).....	8 × R. P. × 16.0.....	528,000	
		<hr/>	1,369,000
Increased cost.....			119,600

FISCAL YEAR 1910-11.

EXISTING LAW.

Rear-admirals (age 62).....	12 × R. P. × 12.8.....	\$768,000	
Rear-admirals (age 62).....	1 × R. P. × 12.8.....	52,800	
		<hr/>	\$820,800

Section 8, personnel act of 1899.

Commodores (age 55).....	1 × R. P. × 17.4.....	71,775	
Captains (age 47).....	2 × R. P. × 23.1.....	155,925	
Commanders (age 37).....	4 × R. P. × 30.4.....	364,800	
		<hr/>	592,500
			<hr/>
			1,413,300

PROPOSED PLAN.

Vice-admirals (age 64).....	2 × R. P. × 11.7.....	193,000	
Rear-admirals (age 62).....	3 × R. P. × 12.8.....	192,000	
Rear-admirals (age 62).....	3 × R. P. × 12.8.....	158,400	
Commodores (age 56).....	5 × R. P. × 16.7.....	344,435	
		<hr/>	887,835
Decreased cost			525,465

FISCAL YEAR 1911-12.

EXISTING LAW.

Rear-admirals (age 62).....	12 × R. P. × 12.8.....	\$768,000	
		<hr/>	\$768,000

Section 8, personnel act of 1899.

Commodores (age 55).....	1 × R. P. × 17.4.....	\$71, 775	
Captains (age 47)	2 × R. P. × 23.1.....	155, 925	
Commanders (36)	7 × R. P. × 31.1.....	653, 100	
		<hr/>	\$880, 800
			<hr/>
			1, 648, 800

PROPOSED PLAN.

Vice-admirals (age 64).....	1 × R. P. × 11.7.....	96, 500	
Rear-admirals (age 62).....	5 × R. P. × 12.8.....	320, 000	
Rear-admirals (age 62).....	2 × R. P. × 12.8.....	105, 600	
Commodores (age 55).....	6 × R. P. × 17.4.....	430, 650	
		<hr/>	952, 750
			<hr/>
Decreased cost			696, 050

FISCAL YEAR 1912-13.

EXISTING LAW.

Rear-admirals (age 62).....	7 × R. P. × 12.8.....	\$448, 000	
Rear-admirals (age 62).....	5 × R. P. × 12.8.....	264, 000	
Captains (age 62)	1 × R. P. × 12.8.....	43, 200	
		<hr/>	\$755, 200

Section 8, personnel act of 1899.

Commodores (age 55).....	1 × R. P. × 17.4.....	71, 775	
Captains (age 47)	2 × R. P. × 23.1.....	155, 925	
Commanders (age 37).....	11 × R. P. × 30.4.....	1, 003, 200	
		<hr/>	1, 230, 900
			<hr/>
			1, 986, 100

PROPOSED PLAN.

Vice-admirals (age 64).....	1 × R. P. × 11.7.....	96, 500	
Rear-admirals (age 62).....	6 × R. P. × 12.8.....	384, 000	
Rear-admirals (age 62).....	2 × R. P. × 12.8.....	105, 000	
Commodores (age 55).....	6 × R. P. × 17.4.....	430, 650	
		<hr/>	1, 016, 750
			<hr/>
Decreased cost			969, 350

FISCAL YEAR 1913-14.

EXISTING LAW.

Rear-admirals (age 62).....	10 × R. P. × 12.8.....	\$640, 000	
Rear-admirals (age 62).....	1 × R. P. × 12.8.....	52, 800	
Captains (age 62)	1 × R. P. × 12.8.....	43, 200	
		<hr/>	\$736, 000

Section 8, personnel act of 1899.

Commodores (age 56).....	1 × R. P. × 16.7.....	68, 887	
Captains (age 47)	2 × R. P. × 23.1.....	155, 925	
Commanders (age 37).....	6 × R. P. × 30.3.....	545, 400	
		<hr/>	770, 212
			<hr/>
			1, 506, 212

PROPOSED PLAN.

Vice-admirals (age 64).....	1 × R. P. × 11.7	\$96, 300
Rear-admirals (age 62).....	6 × R. P. × 12.8	384, 000
Rear-admirals (age 62).....	2 × R. P. × 12.8	105, 600
Commodores (age 55).....	6 × R. P. × 17.4	430, 650
		<hr/> \$1, 016, 750
Decreased cost		489, 482

GENERAL SUMMARY OF TABLES C, D, AND E.

Fiscal year.	Net annual decreased cost of proposed active list.	Annual cost of reserve list.	Total annual net increased or decreased cost of proposed active and reserve lists.	
			Increase.	Decrease.
1907-8	\$90, 470	\$129, 000	\$98, 530	.....
1908-9	128, 300	139, 000	10, 700	.....
1909-10	267, 500	154, 000	.....	\$113, 500
1910-11	385, 550	190, 500	.....	195, 050
1911-12	465, 850	206, 000	.....	259, 850
1912-13	517, 100	236, 500	.....	280, 600
1913-14	580, 800	250, 500	.....	339, 300
		2, 384, 750	1, 305, 500	109, 230
Total net decrease, seven years				1, 079, 070

Comparative cost of retired lists.

	Cost existing law.	Cost proposed plan.	Saving by proposed plan.	Increase by proposed plan.
1907-8	\$2, 387, 000	\$1, 132, 062	\$1, 254, 938	.....
1908-9	1, 694, 062	1, 505, 175	188, 887	.....
1909-10	1, 249, 400	1, 369, 000	.....	\$119, 600
1910-11	1, 413, 000	887, 885	525, 115	.....
1911-12	1, 648, 000	962, 750	685, 250	.....
1912-13	1, 986, 100	1, 016, 750	969, 350	.....
1913-14	1, 506, 212	1, 016, 750	489, 462	.....
Total	11, 884, 874	7, 880, 322	4, 124, 152	119, 600
Saving by proposed retired list during seven years.....			4, 004, 552	.....
Decreased cost of active and reserve lists, seven years			1, 079, 070	.....
Proposed plan saves to the Government, seven years			5, 083, 622	.....

APPENDIX B.

LEGAL SERVICES ABROAD.

NAVY DEPARTMENT,
OFFICE OF THE JUDGE-ADVOCATE-GENERAL,
Washington, November 24, 1906.

It occasionally happens that a vessel of the United States is injured or causes damage through some of the perils incident to navigation while in foreign waters, and under such circumstances it is sometimes necessary, in order to protect the interests of the United States, that counsel be promptly employed for the prosecution or defense of proceedings before local courts. Formerly this was done by the captain of the naval vessel concerned, but in recent years, a doubt having arisen respecting the applicability of sections 363 et seq. of the Revised Statutes to such cases, the Department of Justice has taken charge of the matter. That Department, however, is without foreign representatives, and in each of the cases so undertaken more or less delays and embarrassments have arisen, notwithstanding the earnest and zealous endeavors of the Department of Justice and the Navy Department to observe and carry into effect these statutes.

In a recent instance occurring in oriental waters a small Chinese junk was carried by the current against a naval auxiliary vessel which was practically at a standstill and about to come to anchor. No lives were lost, but for damage actually occasioned suit was brought against the commanding officer of the naval vessel, with a view to possible fine and imprisonment. After exchange of cablegrams, and upon correspondence and conference with the Department of Justice, it was finally determined that the crown solicitor at Hongkong should under British Admiralty rules defend the interests of the United States. This he did most successfully, establishing by the favorable ruling of the court the important international principle that auxiliary naval vessels can not be crippled in such manner by the arrest of the officer in command. Difficulties and delays in payment of this bill have occurred, causing comment prejudicial to the interests of this Government. More serious is the fact that the present cumbrous methods of employing counsel may at any time bring about costly legal complications and place the United States in a humiliating attitude. Experience has shown that the prompt and satisfactory handling of cases of this character can best be accomplished by empowering the senior naval officer present to employ counsel when necessary to protect the national interests, of course under appropriate regulations and restrictions. It is recommended that Congress be asked to authorize such action and to place at the disposal of the Department a small sum annually, say \$5,000, for such purpose.

Reference to this matter in the annual report of the Secretary of the Navy is suggested.

Respectfully submitted.

S. W. B. DIEHL,
Judge-Advocate-General.

APPENDIX C.

COMPARATIVE STATEMENTS OF ESTIMATES, NAVY DEPARTMENT, UNDER THE LEGISLATIVE, EXECUTIVE,
AND JUDICIAL APPROPRIATION BILL, 1907-8.

Navy Department.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Secretary's office: Salaries.....	\$62,620.00	\$65,200.00			
Appointment clerk (new) in lieu of one clerk class 4.....			\$200.00		
1 chief division of correspondence (new) in lieu of stenographer at \$1,800.....			200.00		
1 stenographer (new).....			1,200.00		\$1,200.00
1 telegraph operator, increase of \$100 (submitted).....			100.00		
2 telephone switchboard operators (in lieu of 1 telephone switchboard operator) at \$720 each.....			720.00		720.00
1 chief messenger, at \$1,000 in lieu of 1 messenger at \$840.....	14,860.00	14,860.00	160.00		
Salaries, annex—Mills Building.....					
Total.....	77,480.00	80,060.00	2,580.00		1,920.00
Library of the Navy Department— Salaries.....	3,980.00	3,980.00			
Professional and technical books and periodicals.....	2,000.00	2,000.00			
Total.....	5,980.00	5,980.00			
Office of Naval Records of the Rebellion— Salaries.....	14,240.00	14,490.00			
1 superintendent at \$2,250 in lieu of 1 chief clerk at \$2,000 (submitted).....			250.00		
Necessary traveling expenses for collection of records.....	100.00	100.00			
Publication Naval Records of the Rebellion.....	21,000.00	21,000.00			
Total.....	35,340.00	35,590.00	250.00		
Office of the Judge-Advocate-General— Salaries.....	21,160.00	21,160.00			

Comparative statements of estimates, Navy Department, 1907-8--Continued.

Navy Department.		Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Bureau of Navigation:						
Salaries, permanent force.		\$67,940.00	\$73,360.00			
1 clerk of class 4 (in lieu of 1 copyist at \$8.40)				\$840.00		
1 clerk of class 3 (in lieu of 1 copyist at \$8.40)				760.00		
1 clerk of class 2 (in lieu of 1 copyist at \$8.40)				560.00		
1 clerk of class 1 (in lieu of 1 copyist at \$7.20)				480.00		
1 clerk at \$1,000 (in lieu of 1 copyist at \$7.20)				280.00		
1 copyist at \$600 (in lieu of 1 copyist at \$7.20)				180.00		
1 clerk at \$1,200 (new)				1,200.00		\$1,200.00
1 clerk at \$1,000 (new)				1,000.00		1,000.00
Total		67,940.00	73,360.00	5,420.00		2,200.00
Office of Naval Intelligence--						
Salaries, permanent force.		11,360.00	11,360.00			
Bureau of Equipment:						
Salaries.		26,040.00	27,740.00			
1 clerk, submitted.				1,500.00		1,500.00
Increase of pay for 2 clerks from \$1,000 to \$1,100 per annum each.				200.00		
Total		26,040.00	27,740.00	1,700.00		1,500.00
Hydrographic Office:						
Salaries.		101,300.00	101,800.00			
1 draftsman under instructions, at \$700 (no estimate submitted).					\$700.00	
1 editor to Notice to Mariners, at \$1,400 (in lieu of one computer at \$1,400)				200.00		
3 apprentice draftsmen, at \$700 each (increase of \$100 each submitted).				300.00		
1 apprentice engraver, at \$700 (increase of \$100 submitted).				100.00		
2 plate printers, at \$400 each (increase of \$100 each submitted).				200.00		
1 plate printer, at \$400 (increase of \$100 submitted).				100.00		
1 apprentice plate printer, at \$700 (increase of \$100 submitted).				100.00		
1 apprentice plate printer, at \$600 (increase of \$100 submitted).				100.00		
1 apprentice lithographer, at \$700 (increase of \$100 submitted).				100.00		
Contingent and miscellaneous expenses, Hydrographic Office:						
Purchase of copperplates, etc.		7,000.00	7,000.00			
Purchase of one Ourdan compass-engraving machine.		1,500.00			1,500.00	
Expenses branch offices.		30,500.00	30,500.00			

Pilot Chart, North Pacific Ocean.....	2,000.00			2,000.00		
Total.....	142,300.00		1,200.00	141,300.00	-2,200.00	
Naval Observatory—						
Legislative, executive, and judicial expenses—						
Salaries, Naval Observatory.....	41,640.00			41,640.00		
Contingent and miscellaneous expenses, Naval Observatory—						
Miscellaneous computations.....	5,000.00		1,000.00	6,000.00		
Books, etc.....	750.00			750.00		
Apparatus and instruments, etc.....	2,000.00			2,000.00		
Repairs, etc.....	2,500.00			2,500.00		
Fuel, etc.....	7,500.00		500.00	8,000.00		
House for alt-azimuth instrument.....			3,000.00	3,000.00		3,000.00
New 125-horsepower boiler.....	2,000.00				2,000.00	
Total.....	61,390.00		4,500.00	63,890.00	2,000.00	3,000.00
Nautical Almanac Office—						
Legislative, executive, and judicial expenses—						
Salaries, Nautical Almanac.....	15,240.00			15,240.00		
Pay of computers on piece work.....	6,000.00			6,000.00		
Total.....	21,240.00			21,240.00		
Bureau of Steam Engineering:						
Salaries, permanent force.....	22,180.00			22,180.00		
NOTE.—The following is a statement of the persons employed under legislative, executive, and judicial act of June 22, 1896, as draftsmen and for other technical services, and the compensation paid each under appropriation "Increase of the Navy, construction and machinery," in this Bureau:						
	Per diem.	Per annum.	Total.			
2 head-draftsmen.....	\$7.04	\$2,203.52	\$4,407.04			
2 draftsmen.....	6.48	2,028.24	4,056.48			
2 draftsmen.....	6.00	1,878.00	3,756.00			
3 draftsmen.....	5.52	1,727.76	5,183.28			
4 draftsmen.....	5.04	1,577.52	6,310.08			
1 draftsmen.....	4.72	1,477.36	1,477.36			
1 draftsmen.....	3.52	1,101.76	1,101.76			
2 draftsmen.....	3.04	951.52	1,903.04			
Total.....			28,195.04			

Comparative statements of estimates, Navy Department, 1907-8—Continued.

Navy Department.		Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Bureau of Construction and Repair: Salaries, permanent employees.		\$52,480.00	\$52,480.00			
NOTE.—Statement of persons employed under the legislative, executive, and judicial act of June 22, 1906 (Stat. L. p. 426), as draftsmen and for other technical services, and the compensation paid to each under appropriation "Increase of the Navy, construction and machinery," in this Bureau:						
	Per diem. For annum.	Total.				
1 chief draftsman.	\$9.00	\$2,817.00	\$2,817.00			
2 leading draftsmen, each.	7.52	2,353.76	4,707.52			
1 leading draftsman.	7.04	2,203.52	2,203.52			
1 electrical expert aid.	7.04	2,203.52	2,203.52			
3 draftsmen, each.	6.48	2,028.24	6,084.72			
7 draftsmen, each.	6.00	1,878.00	13,146.00			
8 draftsmen, each.	6.52	1,727.76	13,822.08			
6 draftsmen, first class, each.	6.04	1,577.52	9,465.12			
1 electrical expert aid.	6.04	1,577.52	1,577.52			
4 draftsmen, second class, each.	4.48	1,402.24	5,608.96			
3 draftsmen, third class, each.	4.00	1,200.00	3,750.00			
3 draftsmen, fourth class, each.	3.00	1,126.80	3,380.40			
2 assistant draftsmen, first class, each.	3.28	1,126.04	2,632.08			
2 draftsmen, fourth class (vacancy, temporary), each.	3.00	1,126.80	2,253.60			
2 assistant draftsmen, first class (vacancy, temporary), each.	3.28	1,026.64	2,053.28			
Total.			75,132.62			
Bureau of Ordnance (supplemental estimate):						
Chief clerk.		2,000.00	2,250.00	\$250.00		
Ordnance engineer, mechanical draftsman and computer.		3,000.00	3,000.00			
Draftsman.		1,800.00	1,800.00			
1 clerk of class 3.			1,600.00	1,600.00		
Assistant draftsman.		1,400.00	1,400.00			\$1,600.00

Two clerks of class 2.....	2,800.00			2,800.00			
1 clerk.....	1,300.00			1,300.00			
2 clerks of class 1.....	2,400.00			2,400.00			
1 clerk of class 1.....	1,200.00			1,200.00			1,200.00
1 clerk.....	1,100.00			1,100.00			
5 clerks, at \$1,000.....	5,000.00			5,000.00			
3 copyists, at \$400.....	2,700.00			2,700.00			
2 copyists, at \$340.....	1,680.00			1,680.00			
1 assistant messenger.....	720.00			720.00			
1 laborer.....	600.00			600.00			
2 messenger boys, at \$400.....	1,200.00			1,200.00			
2 messenger boys, at \$400.....	800.00			800.00			800.00
Total.....	27,760.00			31,610.00		3,850.00	3,000.00
NOTE.—Statement of persons employed under legislative, executive, and judicial act of February 3, 1905, as draftsmen and for other technical services, and the compensation paid to each, under appropriation "Increase of the Navy, armor and armament," in this Bureau.							
	Rating.	Per diem.	Per annum.	Total.			
1 electrical draftsman.....		\$6.00	\$1,878.00	\$1,878.00			
1 draftsman.....		5.04	1,577.52	1,577.52			
1 draftsman.....		4.00	1,252.00	1,252.00			
Total.....				4,707.52			
Bureau of Supplies and Accounts:							
Salaries.....				90,260.00			
Submitted—							
1 clerk, class 3 (new).....						1,600.00	1,600.00
1 clerk, class 2 (new).....						1,400.00	1,400.00
1 clerk, at \$1.80 (new).....						1,300.00	1,300.00
2 clerks, at \$1,100 (new).....						2,200.00	2,200.00
1 assistant messenger, at \$720 (new).....						720.00	720.00
Total.....				90,260.00		7,220.00	7,220.00
Bureau of Medicine and Surgery:							
Salaries.....				17,340.00			

Comparative statements of estimates, Navy Department, 1907-8-Continued.

Navy Department.				Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Bureau of Yards and Docks: Salaries.....				\$18,680.00	\$18,680.00			
NOTE.—Statement in detail showing the number of persons employed under the Bureau of Yards and Docks during the fiscal year 1906, and the compensation paid to each, under appro- priations for public works. Submitted in accordance with the act of June 22, 1906 (34 Stat. L., 427).								
Rating.				Per diem.	Days.	Amount.		
1 electrical engineer.....				\$16.00	165	\$2,640.00		
1 electrical expert.....				7.04	218	1,531.72		
1 draftsman in charge.....				6.00	313	1,878.00		
1 structural steel aid.....				5.52	252	1,391.04		
1 architectural aid.....				5.52	61	336.72		
1 architectural aid.....				5.28	252	1,340.56		
1 structural steel aid.....				6.28	61	392.08		
1 first-class draftsman.....				5.04	252	1,270.08		
1 first-class draftsman.....				5.04	48	241.92		
1 first-class draftsman.....				5.04	282½	1,423.80		
1 second-class draftsman.....				4.72	61	287.92		
1 second-class draftsman.....				4.72	61	287.92		
1 third-class draftsman.....				4.48	234	1,048.32		
1 third-class draftsman.....				4.48	252	1,128.96		
1 third-class draftsman.....				4.48	313	1,402.24		
1 third-class draftsman.....				4.48	313	1,402.24		
1 third-class draftsman.....				4.00	242	968.00		
1 first-class assistant draftsman.....				4.00	312½	1,246.00		
1 first-class assistant draftsman.....				4.00	300	1,200.00		
1 first-class assistant draftsman.....				4.00	313	1,252.00		
1 second-class assistant draftsman.....				3.76	313	1,176.88		
1 first-class copyist draftsman.....				3.28	208½	684.88		
1 first-class copyist draftsman.....				3.28	313	1,026.64		
1 third-class copyist draftsman.....				2.80	313	876.40		
1 third-class copyist draftsman.....				2.80	26	72.80		
1 third-class copyist draftsman.....				2.80	61	170.80		

1 minor under ins' truction.....	2.46	60	148.90
1 minor under instruction.....	2.00	8	16.00
1 minor under instruction.....	1.52	2344	356.44
1 minor under instruction.....	1.04	6	6.24
Total.....			27,130.40
Navy Department Annex (Mills Building):			
Rent.....			
Coal, gas, electric lighting, etc.....			24,500.00
Repairs and material.....			4,500.00
			1,000.00
Total.....			30,000.00
			40,000.00
			153,000.00
Contingent expenses, Navy Department.....			
Printing and binding, sundry civil bill a.....			

RECAPITULATION.

Secretary's office.....	\$77,480.00	\$80,060.00	\$2,580.00	\$1,920.00
Library of the Navy Department.....	5,980.00	5,980.00		
Office Naval War Records.....	35,340.00	35,590.00	250.00	
Office of the Judge-Advocate-General.....	21,160.00	21,160.00		
Bureau of Navigation.....	67,940.00	73,360.00	5,420.00	2,200.00
Office of Naval Intelligence.....	11,360.00	11,360.00		
Bureau of Equipment.....	26,040.00	27,740.00	1,700.00	1,500.00
Hydrographic office.....	142,300.00	141,300.00	1,200.00	
Naval Observatory (including department of Nautical Almanac).....	82,630.00	85,130.00	4,500.00	3,000.00
Bureau of Steam Engineering.....	22,180.00	22,180.00		
Bureau of Construction and Repair.....	52,480.00	52,480.00		
Bureau of Ordnance.....	27,760.00	31,610.00	3,850.00	3,600.00
Bureau of Supplies and Accounts.....	90,260.00	97,490.00	7,230.00	7,220.00
Bureau of Medicine and Surgery.....	17,340.00	17,340.00		
Bureau of Yards and Docks.....	18,680.00	18,680.00		
Navy Department Annex (Mills Building):				
Rent.....	24,500.00	24,500.00		
Coal, gas, electric lighting, etc.....	4,500.00	4,500.00		
Repairs and material.....	1,000.00	1,000.00		
Contingent expenses, Navy Department.....	40,000.00	40,000.00		
Total.....	768,930.00	791,450.00	26,720.00	4,200.00
				19,440.00

* Not included in recapitulation.

COMPARATIVE STATEMENT OF ESTIMATES AND APPROPRIATIONS, 1907-8, NAVY DEPARTMENT.

Naval Establishment.	Appropriated, 1907.	Estimated, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Pay of the Navy.	\$20,269,637.00	\$23,643,117.00	\$3,373,480.00		
Pay, miscellaneous.	650,000.00	700,000.00	50,000.00		
Contingent, Navy.	65,000.00	65,000.00			
Bureau of Navigation:					
Transportation.	380,000.00	450,000.00	70,000.00		
Recruiting.	121,340.00	121,340.00			
Contingent.	15,000.00	25,000.00	10,000.00		
Gunnery exercises.	120,000.00	120,000.00			
Outfits on first enlistment.	597,000.00	720,000.00	123,000.00		
Maintenance of naval auxiliaries.	450,000.00	510,000.00	60,000.00		
Naval training station, California.	50,000.00	51,000.00	1,000.00		
Naval training station, Newport.	71,000.00	81,000.00	10,000.00		
Naval training station, Port Royal.		50,000.00	50,000.00		\$50,000.00
Naval training depot, St. Helena.		25,000.00	25,000.00		25,000.00
Naval training station, Great Lakes.					
Maintenance.	20,000.00	30,000.00	10,000.00		
1 clerk.	1,200.00	1,200.00			
1 clerk.	1,000.00	1,000.00			
1 draftsman.	1,500.00	1,500.00			
1 draftsman.	1,500.00	1,500.00			
1 subinspector.	1,200.00	1,200.00			
1 foreman of laborers.	1,200.00	1,200.00			
1 messenger.	540.00	540.00			
Naval War College.					
Maintenance.	12,300.00	12,300.00			
1 draftsman.	1,200.00	1,200.00			
Services of a lecturer on international law.	1,000.00	1,500.00	500.00		
Services of civilian lecturers.	600.00	600.00			
Care and preservation of library, including the purchase, binding, and repair of books of reference, etc.	400.00	1,700.00	1,300.00		
1 librarian (civil establishment), increase \$200 per annum.	1,400.00	1,600.00	200.00		
1 clerk of class 2 (in lieu of 1 clerk of class 1, now paid out of appropriation "Pay, miscel- laneous.")		1,400.00	1,400.00		1,400.00
Two copyists, at \$900 per annum each (new).	77,215.00	1,800.00	1,800.00		1,800.00
Naval Home, Philadelphia, Pa.		78,124.50	78,124.50		
	1,805,395.00	2,200,304.50	394,909.50		78,200.00

Bureau of Ordnance:				
Ordnance and ordnance stores—				
Procuring, producing, preserving, and handling ordnance material.....	3,500,000.00	4,146,457.00	646,457.00	846,000.00
Modernizing batteries Massachusetts, Oregon, and new guns and armor for New York.	466,000.00			
Ammunition and other supplies for new ships.....		750,000.00	750,000.00	750,000.00
Smokeless powder, purchase and manufacture of.....	500,000.00	500,000.00		
Machine tools for navy-yard, Boston.....	15,000.00	39,000.00	24,000.00	
Traveling crane, storehouse, navy-yard, League Island, Pa.....		7,500.00	7,500.00	7,500.00
For Naval Gun Factory, Washington, D. C.—				
New and improved machinery for existing shops.....	150,000.00	150,000.00		
Machinery, etc., for proposed new foundry.....		121,075.00	121,075.00	121,075.00
Remodeling 110-ton crane in north gun shop.....		30,000.00	30,000.00	30,000.00
Machinery for locomotive house.....		12,000.00	12,000.00	12,000.00
Fourth fourth of boilers and installation of same.....	50,000.00		50,000.00	
Modernizing battery of Iowa.....		36,000.00	36,000.00	36,000.00
Modernizing batteries of Monterey and Monadnock.....		20,000.00	20,000.00	20,000.00
New turret sights for 4 monitors of Arkansas class.....		16,000.00	16,000.00	16,000.00
New battery for the Brooklyn.....		177,200.00	177,200.00	177,200.00
Modifying mounts and providing new sights.....		235,000.00	235,000.00	235,000.00
Fire-control instruments for battle ships, monitors, and cruisers.....		567,000.00	567,000.00	567,000.00
Reserve stock of mines and mine appliances.....		200,000.00	200,000.00	200,000.00
Repeating guns, replacing breech plugs, locks, etc.....		155,000.00	155,000.00	155,000.00
Torpedoes, modernizing destroyers, boats, etc.....		616,000.00	616,000.00	616,000.00
Working outfits, replacing torpedoes, etc.....		706,000.00	706,000.00	706,000.00
Reserve guns for auxiliary cruisers.....		500,000.00	500,000.00	500,000.00
Reserve ammunition.....	62,000,000.00	2,000,000.00		
Reserve guns for ships of the Navy.....	750,000.00	646,457.00		
Reserve torpedoes and appliances.....		500,000.00	500,000.00	500,000.00
Torpedo station, Newport, R. I.....				
New smokestack, etc., for torpedo station.....	65,000.00	65,000.00	5,000.00	5,000.00
Naval militia.....	60,000.00	60,000.00		
Repairs.....	30,000.00	50,000.00	20,000.00	
Miscellaneous.....	25,000.00	20,000.00		
Civil establishment.....	47,000.75	52,000.75		
Clerk at New York.....		100.00	100.00	
Clerk, magazine, Iowa Island.....		1,000.00	1,000.00	1,000.00
Clerk, magazine, Fort Mifflin, Pa.....		1,000.00	1,000.00	1,000.00
Chief clerk, navy-yard, Washington.....		200.00	200.00	
Clerk, navy-yard, Norfolk.....		100.00	100.00	
Clerk, magazine, St. Julian's Creek.....		1,000.00	1,000.00	1,000.00
Clerk, magazine, Mare Island.....		1,000.00	1,000.00	1,000.00
Clerk, Puget Sound.....		1,000.00	1,000.00	1,000.00
Clerk, naval station, Cavite.....		1,400.00	1,400.00	1,400.00
Clerk, naval station, Cavite.....		1,200.00	1,200.00	1,200.00
Total.....	7,658,006.75	15,195,738.75	8,058,732.00	521,000.00
				7,346,300.00

• This appropriation was under the head of "Reserve powder and shell."

Comparative statement of estimates and appropriations, 1907-8, Navy Department--Continued.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Bureau of Equipment:					
Equipment of vessels.....	\$3,000,000.00	\$3,500,000.00	\$500,000.00		
Coal and transportation.....	3,750,000.00	3,750,000.00			
Contingent equipment.....	11,000.00	15,000.00	4,000.00		
Ocean and lake surveys.....	75,000.00	75,000.00			
Depots for coal.....		400,000.00	400,000.00		\$400,000.00
Civil establishment, Bureau of Equipment.....	38,028.00	42,478.00			
Navy-yard, Boston, Mass.—					
Increase of pay of 1 writer from \$950 to \$1,100.....			150.00		
Navy-yard, New York.....					
1 copyist for work in testing laboratory (new).....			900.00		900.00
Increase in pay of 2 writers from \$500 to \$1,000 each.....			100.00		
Navy-yard, Mare Island, Cal.—					
Increase in pay of clerk from \$1,200 to \$1,400.....			200.00		
Naval station, Cavite, P. I.—					
1 black clerk and stenographer (new).....			900.00		900.00
Naval station, Guantanamo, Cuba—					
1 writer (new).....			1,200.00		1,200.00
Naval station, New Orleans, La.—					
1 clerk (new).....			1,000.00		1,000.00
Total.....	6,874,028.00	7,782,478.00	908,450.00		4,000.00
Bureau of Yards and Docks:					
Maintenance, yards and docks.....	850,000.00	1,000,000.00	150,000.00		150,000.00
Continental, Bureau of Yards and Docks.....	20,000.00	20,000.00			
Civil establishment—					
Navy-yard Portsmouth, N. H.—					
1 electrician, increase from \$1,400 to \$1,600.....			200.00		
1 bookkeeper, at \$1,200 (new).....			1,200.00		1,200.00
Navy yard, Boston, Mass.—					
1 electrician, increase from \$1,400 to \$1,600.....			200.00		
Navy yard, New York, N. Y.—					
1 electrician, increase from \$1,400 to \$1,600.....			200.00		
Naval station, Sagadahoc Harbor, N. Y.—					
1 electrician, increase from \$1,400 to \$1,600.....			200.00		
Naval station, League Island, Pa.—					
1 electrician, increase from \$1,400 to \$1,600.....			200.00		
1 messenger, civil engineer & office, at \$2 per diem (new).....			628.00		628.00

Navy-yard, Washington, D. C.	6,580.25	7,765.81	a 12.00	
1 electrician, increase from \$1.40 to \$1.600.			200.00	
1 stenographer and clerk, at \$3.04 per diem (new)			954.56	954.56
Navy-yard, Norfolk, Va.	16,600.13	18,047.48	a 37.48	
1 electrician, increase from \$1.40 to \$1.600.			200.00	
1 pilot, increase from \$707.38 to \$800.			192.62	
1 requisition and time clerk, civil engineer's office.			1,017.25	1,017.25
Navy-yard, Pensacola, Fla.	7,498.32	7,827.04	a 28.72	
1 clerk, increase from \$1.20 to \$1.300.			100.00	
1 electrician, increase from \$1.40 to \$1.600.			200.00	
Naval station, Port Royal, S. C.	1,198.00	1,203.00	a 5.00	
Naval station, Key West, Fla.	2,642.40	2,644.16	a 1.76	
Naval station, New Orleans, La.	7,793.50	10,455.00	a 11.50	
1 clerk, increase from \$1.20 to \$1.300.			100.00	
1 electrician, \$1.600 (new).			1,600.00	1,600.00
1 writer and requisition clerk, \$950 (new).			950.00	950.00
Navy-yard, Mare Island, Cal.	15,205.33	15,550.01	a 54.68	
1 electrician, increase from \$1.40 to \$1.600.			200.00	
Navy-yard, Puget Sound, Wash.	11,455.52	12,632.44	a 24.28	
1 clerk, increase from \$1.20 to \$1.400.			200.00	
1 electrician, increase from \$1.200 to \$1.600.			400.00	
1 messenger in office of captain of yard, at \$1.76 per diem (new).			532.64	532.64
Naval station, San Juan, P. R.	3,680.00	3,680.00	a 2.00	
Naval station, Hawaii	1,747.25	1,749.25		
Naval station, Cavite, P. I.	3,560.00	3,560.00		
1 clerk, increase from \$1.20 to \$1.400.			200.00	
Naval station, Guam.	3,800.00	3,800.00		
Navy-yard, Charleston, S. C.		5,637.68		
Commandant's office—				
1 stenographer and typewriter, at \$3.04 per diem, new.			954.56	954.56
1 writer and telegraph operator, at \$2 per diem, including Sundays, new.			732.00	732.00
1 mail messenger, at \$2 per diem, including Sundays, new.			732.00	732.00
1 messenger and janitor, at \$1.52 per diem, including Sundays, new.			477.28	477.28
Civil engineer's office—				
1 clerk, \$1,300, new.			1,300.00	1,300.00
1 stenographer, at \$2.80 per diem, new.			954.56	954.56
1 messenger, at \$1.52 per diem, new.			477.28	477.28
Naval station, Guantanamo, Cuba.		1,812.32		
1 stenographer, at \$4 per diem, new.			1,256.00	1,256.00
1 messenger, commandant's office, at \$1.52 per diem, including Sundays, new.			536.32	536.32
Naval station, Olongapo, P. I.		5,400.00		
1 clerk, at \$1.40 per annum, new.			1,400.00	1,400.00
2 writers, at \$480 each (\$960) new.			960.00	960.00
1 draftsman, at \$1,600, new.			1,600.00	1,600.00
1 foreman, at \$1,200, new.			1,200.00	1,200.00
2 messengers, at \$120 each (\$240) per annum, new.			240.00	240.00
Naval station, Manila.		1,000.00		
1 clerk, at \$1,000 per annum, new.			1,000.00	1,000.00
Total.	1,023,363.93	1,197,158.25	a 173,854.32	173,854.07

a Of the increase \$319.25 is due pay of per diem employees for two additional working days, 1907 working days, 313; 1908 working days, 314.

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.		Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Public works, navy-yards and stations:						
Navy-yard, Boston, Mass.—						
Paving, to continue.....		\$20,000.00	\$20,000.00		\$20,000.00	
Dredging.....		20,000.00				
Underground conduit.....		10,000.00			10,000.00	
Power house, extension.....		39,000.00			39,000.00	
Refuse kiln.....		5,300.00			5,300.00	
Paint room, building 77.....		750.00			750.00	
Water-closet between dry docks.....			15,000.00	\$15,000.00		\$15,000.00
Shears on pier No. 6.....			43,000.00	43,000.00		43,000.00
Third floor, building No. 107.....			6,000.00	6,000.00		6,000.00
Rebuilding boiler shop, building 42 (to cost \$107,000).....			50,000.00	50,000.00		50,000.00
Foundry for construction and repair.....			76,000.00	76,000.00		76,000.00
Pay office building.....			20,000.00	20,000.00		20,000.00
Improving building No. 35.....			6,500.00	6,500.00		6,500.00
Electric plant, extensions.....			25,000.00	25,000.00		25,000.00
Heating system, extensions.....			17,500.00	17,500.00		17,500.00
Railroad rolling stock.....			3,000.00	3,000.00		3,000.00
Telephone system, extension.....			1,000.00	1,000.00		1,000.00
Railroad system, extension.....			2,000.00	2,000.00		2,000.00
Repairs to dry dock No. 1.....			15,000.00	15,000.00		15,000.00
Completing building No. 108.....			5,000.00	5,000.00		5,000.00
Salt-water flushing for dry dock No. 2.....			2,500.00	2,500.00		2,500.00
Improvements to building No. 42.....			9,000.00	9,000.00		9,000.00
Coaling plant, extensions.....			7,000.00	7,000.00		7,000.00
Trolleys and racks, building No. 63.....			5,000.00	5,000.00		5,000.00
Improving ropewalk building.....			10,000.00	10,000.00		10,000.00
Coaling-plant tower.....			30,000.00	30,000.00		30,000.00
Improving foundry building for steam engineering.....			3,000.00	3,000.00		3,000.00
Improvements to naval prison.....			2,500.00	2,500.00		2,500.00
Concrete and stone dry dock (to cost \$1,000,000).....			150,000.00	150,000.00		150,000.00
Transferring pillar crane to timber basin.....			1,000.00	1,000.00		1,000.00
Total.....		95,050.00	525,000.00	505,000.00	75,050.00	505,000.00
Naval Station, Cavite, P. I.—						
Extension of building No. 64.....			7,500.00	7,500.00		7,500.00
Boat storage shed.....			4,000.00	4,000.00		4,000.00

Improvement of naval prison.	1,500.00	13,000.00	1,500.00	13,000.00	1,500.00	13,000.00
Total						
Navy-yard, Charleston, S. C.—						
Stone and concrete dry dock, to complete.	250,000.00	50,000.00	250,000.00	50,000.00	200,000.00	20,000.00
Grading and paving, to continue.	5,000.00	25,000.00	5,000.00	25,000.00		
Railroad system, extensions.	5,000.00	25,000.00	5,000.00	25,000.00	5,000.00	
Water system, extension.	5,000.00		5,000.00			
Piers and slips.	33,000.00	100,000.00	33,000.00	100,000.00	67,000.00	
Dredging.	10,000.00	98,000.00	10,000.00	98,000.00	88,000.00	
Underground conduit system.	5,000.00	25,000.00	5,000.00	25,000.00		
Sewer system, extensions.	12,000.00	15,000.00	12,000.00	15,000.00	3,000.00	
Interior fittings, machine shop for construction and repair.	18,000.00		18,000.00		18,000.00	
Foundry and copper shop, to complete.	58,000.00		58,000.00		58,000.00	
Interior fittings, equipment building.	8,500.00		8,500.00		8,500.00	
Quay wall at dry-dock entrance.	40,000.00		40,000.00			
Dry-dock latrines.	3,000.00		3,000.00			
Officers' quarters.	7,000.00		7,000.00			
Dispensary building.	12,000.00		12,000.00		3,000.00	
Gatehouse.					12,000.00	
Machinery for yards and docks shop.	25,000.00	25,000.00	25,000.00	25,000.00		25,000.00
Stable and cart shed.	10,000.00	10,000.00	10,000.00	10,000.00		10,000.00
Locomotive crane.	15,000.00	15,000.00	15,000.00	15,000.00		15,000.00
Intercepting drain No. 2.	6,000.00	6,000.00	6,000.00	6,000.00		6,000.00
Central power plant.	28,700.00	28,700.00	28,700.00	28,700.00		28,700.00
Flouting derricks and pile driver.	30,000.00	30,000.00	30,000.00	30,000.00		30,000.00
Railroad equipment.	15,000.00	15,000.00	15,000.00	15,000.00		15,000.00
Crane track extension.	34,000.00	34,000.00	34,000.00	34,000.00		34,000.00
General paint shop.	50,000.00	50,000.00	50,000.00	50,000.00		50,000.00
Heating system, extension.	15,000.00	15,000.00	15,000.00	15,000.00		15,000.00
Fire-protection system, extension.	10,000.00	10,000.00	10,000.00	10,000.00		10,000.00
Electric system, extension.	10,000.00	10,000.00	10,000.00	10,000.00		10,000.00
Ordnance workshop, to complete.	42,000.00	42,000.00	42,000.00	42,000.00		42,000.00
Elevators and fittings, building No. 7.	15,000.00	15,000.00	15,000.00	15,000.00		15,000.00
Lumber shed for supplies and accounts.	25,000.00	25,000.00	25,000.00	25,000.00		25,000.00
Oil storehouse.	36,000.00	36,000.00	36,000.00	36,000.00		36,000.00
Pattern shop for steam engineering.	35,000.00	35,000.00	35,000.00	35,000.00		35,000.00
Oilers for steam engineering.	18,000.00	18,000.00	18,000.00	18,000.00		18,000.00
Fittings for joiner shop.	7,000.00	7,000.00	7,000.00	7,000.00		7,000.00
Sawmill for construction and repair (to cost \$175,000).	50,000.00	50,000.00	50,000.00	50,000.00		50,000.00
Steel storage building for construction and repair.	50,000.00	50,000.00	50,000.00	50,000.00		50,000.00
Total	471,500.00	900,300.00	471,500.00	900,300.00	304,500.00	546,300.00
Naval station, Culebra—						
Cleaning and grading.		1,500.00		1,500.00		1,500.00
Fencing.		500.00		500.00		500.00
Total		2,000.00		2,000.00		2,000.00

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Public works, navy-yards and stations—Continued.					
Naval station, island of Guam—					
Dredging.....	\$5,000.00	\$10,000.00	\$5,000.00	\$5,000.00	
Extension of naval-station roads.....	5,000.00			2,000.00	
Artesian well.....	2,000.00				
Water-supply system.....		25,000.00	25,000.00		\$25,000.00
Dredging harbor, port of Apra.....		7,500.00	7,500.00		7,500.00
Fire-protection system.....		2,500.00	2,500.00		2,500.00
Telephone system, extensions.....		2,500.00	2,500.00		2,500.00
Total.....	12,000.00	47,500.00	42,500.00	7,000.00	37,500.00
Naval station, Guantanamo, Cuba—					
Clearing and grading, to estimate.....		25,000.00	25,000.00		25,000.00
Dry-dock (to cost \$1,500,000), previous appropriation \$200,000.....		250,000.00	250,000.00		250,000.00
Dredging.....		25,000.00	25,000.00		25,000.00
Sea wall.....		50,000.00	50,000.00		50,000.00
Water system, extension.....		30,000.00	30,000.00		30,000.00
Outside ship fitters' shop (to cost \$150,000).....		52,800.00	52,800.00		52,800.00
Ship fitting, sheet metal, and electrical machine shop (cost \$115,000).....		50,000.00	50,000.00		50,000.00
General storeroom, to cost \$15,000.....		50,000.00	50,000.00		50,000.00
Blacksmith and boiler-makers shop.....		44,000.00	44,000.00		44,000.00
Storehouse for cement and lime.....		20,000.00	20,000.00		20,000.00
One other's quarters.....		9,000.00	9,000.00		9,000.00
Torpedo and mine storeroom.....		30,000.00	30,000.00		30,000.00
Sewer and drainage system.....		17,000.00	17,000.00		17,000.00
Central power house, to cost \$10,000.....		50,000.00	50,000.00		50,000.00
Furniture and fittings for civilian quarters.....		2,000.00	2,000.00		2,000.00
Total.....		704,800.00	704,800.00		704,800.00
Naval station, Hawaii—					
For the relocation of that portion of the naval station at Honolulu, Hawaii, known as the "Keel," from materials now being dredged from the harbor at Honolulu, and for the necessary dikes or retaining walls, or so much thereof as may be necessary.....	35,000.00			35,000.00	
Grading, curbing, and fencing.....		1,100.00	1,100.00		1,100.00
Total.....		1,100.00	1,100.00	35,000.00	1,100.00

Fender timbers, piers 1 and 2.....					2,000.00		2,000.00
Total.....	35,000.00			2,000.00		35,000.00	3,100.00
Naval station, Key West, Fla.—							
Dredging and filling in.....	30,000.00			50,000.00			
To complete 2 officers' quarters.....	1,200.00					1,200.00	
Marine railway, to complete.....	5,000.00					5,000.00	
Sewer system.....	3,000.00			2,000.00		1,000.00	
Central power house and plant (to cost \$150,000).....				50,000.00			50,000.00
Yards and docks building (to cost \$70,000).....				35,000.00			35,000.00
Dispensary.....				10,000.00			10,000.00
1 officers' quarters.....				6,000.00			6,000.00
Latrines.....				3,000.00			3,000.00
Foundry building.....				50,000.00			50,000.00
Grading and paving.....				10,000.00			10,000.00
Tools for yards and docks.....				3,000.00			3,000.00
Water system, extensions.....				2,000.00			2,000.00
Quarters for commandant.....				12,000.00			12,000.00
Fire-protection system, extensions.....				6,000.00			6,000.00
Repeating steel tanks from Dry Tortugas.....				10,000.00			10,000.00
Sidewalks along outside station wall.....				2,500.00			2,500.00
Total.....	39,200.00		251,500.00		219,500.00	7,200.00	199,500.00
Navy-yard, League Island, Pa.—							
To continue retaining wall about reserve basin.....	10,000.00		50,000.00		40,000.00		
Sewer system, extensions.....	5,000.00		5,000.00				
Dredging and filling in Delaware water front, to continue.....	15,000.00		50,000.00		35,000.00		
Fire-protection system, extensions.....	5,000.00		15,000.00		10,000.00		
Extension of reserve basin, to continue dredging.....	50,000.00		50,000.00				
Building for bathing, examination of recruits, and disinfection of clothing, extension.....	10,000.00		6,000.00			4,000.00	
Electric incinerator for dry dock No. 1.....	3,000.00					3,000.00	
Central heating system, extensions.....	10,000.00		20,000.00		10,000.00		
Storehouse for steel.....			25,000.00		25,000.00		
Latrines.....			3,000.00		3,000.00		
Ordinance storehouse.....			46,000.00		46,000.00		
Storage building for machinery from ships.....			21,000.00		21,000.00		
Improvements to storehouse, building No. 4.....			12,000.00		12,000.00		
Storehouse for lumber.....			31,000.00		31,000.00		
Surgeon, soldier and dispensary.....			12,000.00		12,000.00		
Sea wall, extension.....			50,000.00		50,000.00		
Improvements to piers 2 and 3.....			10,000.00		10,000.00		
Berth for receiving ship, to extend.....			25,500.00		25,500.00		
Grading and paving.....			25,000.00		25,000.00		
Electric elevators.....			12,000.00		12,000.00		
Floating derrick.....			80,000.00		80,000.00		
Hydraulic dredge.....			100,000.00		100,000.00		
Locomotive electric track, extension.....			30,000.00		30,000.00		
Railroad system.....			10,000.00		10,000.00		
Artisan water system, extension.....			4,000.00		4,000.00		
Electric motors for dry dock No. 1.....			35,000.00		35,000.00		

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Public works, navy-yards and stations—Continued.					
Navy-yard, League Island, Pa.—Continued.					
Conduit system, extension.....		\$10,000.00	\$10,000.00		\$10,000.00
Central power plant, extension.....		100,000.00	100,000.00		100,000.00
Piers, extensions.....		120,000.00	120,000.00		120,000.00
Paint shop for construction and repair.....		10,000.00	10,000.00		10,000.00
Storage bins in ordnance building.....		1,500.00	1,500.00		1,500.00
Total.....	\$108,000.00	972,600.00	871,600.00	\$7,000.00	776,600.00
Navy-yard, Mare Island, Cal.—					
Railroad system, extensions.....	5,000.00	10,000.00	5,000.00		
Electric plant, extensions.....	5,000.00	15,000.00	10,000.00		
Improvement of channel in Mare Island Strait, to complete.....	100,000.00			100,000.00	
Sewer system, extensions.....	3,000.00	7,500.00	4,500.00		
Paving and grading, to continue.....	5,000.00	15,000.00	10,000.00		
Heating system, extensions.....	5,000.00	10,000.00	5,000.00		
Improvement to building No. 165.....	4,000.00			4,000.00	
Improvements and repairs, steam engineering buildings.....	15,000.00			15,000.00	
Bridge between buildings Nos. 45 and 65.....	1,000.00			1,000.00	
Central light and power plant.....		100,000.00	100,000.00		100,000.00
Telephone system, extensions.....		2,500.00	2,500.00		2,500.00
Extension of walls.....		25,000.00	25,000.00		25,000.00
Improvements to quay wall.....		3,000.00	3,000.00		3,000.00
Electric capstans for dry dock No. 1.....		10,000.00	10,000.00		10,000.00
Electric pillar crane.....		11,000.00	11,000.00		11,000.00
Improvements to yards and docks building No. 55.....		4,500.00	4,500.00		4,500.00
Tools for yards and docks.....		4,000.00	4,000.00		4,000.00
Extension of building No. 119, block and cooper shop.....		15,000.00	15,000.00		15,000.00
Improvements to building No. 96, ship-fitters' shop.....		3,000.00	3,000.00		3,000.00
Improvements to building No. 113, boat shed.....		5,000.00	5,000.00		5,000.00
Extension of building No. 111, ordnance machine shop.....		25,000.00	25,000.00		25,000.00
Timber shed for supplies and accounts.....		30,000.00	30,000.00		30,000.00
Improvements to building No. 51, spar shop.....		10,000.00	10,000.00		10,000.00
Improvements to buildings Nos. 69 and 71.....		20,000.00	20,000.00		20,000.00
Extension of oil house.....		20,000.00	20,000.00		20,000.00
New elevators in storeroom buildings Nos. 69 and 71.....		4,000.00	4,000.00		4,000.00
Improvements to freight shed.....		2,000.00	2,000.00		2,000.00

Improvements to coal cylinders.....	7,500.00			7,500.00			7,500.00
Completion of equipment building No. 101.....	20,000.00			20,000.00			20,000.00
Workshop for electrical class.....	3,000.00			3,000.00			3,000.00
Improvements to rigging building No. 45.....	4,000.00			4,000.00			4,000.00
Improvements to yard cemetery.....	4,000.00			4,000.00			4,000.00
Recreation hall and swimming tank for enlisted men.....	11,000.00			11,000.00			11,000.00
Channel moorings, Mare Island Strait.....	9,000.00			9,000.00			9,000.00
Improving bending shed, building No. 62.....	1,500.00			1,500.00			1,500.00
Dispensary building.....	15,000.00			15,000.00			15,000.00
Improvements to naval prison.....	50,000.00			50,000.00			50,000.00
Improvements to boat shed.....	4,000.00			4,000.00			4,000.00
Total.....	143,000.00			480,500.00		120,000.00	423,000.00
Naval station, New Orleans, La.—							
Improvement of water front.....	40,000.00			50,000.00			
Levee improvement and grading.....	10,000.00			50,000.00			
Machinery and tools for yards and docks shop.....	3,000.00					3,000.00	
Central electric-light and power plant, extension.....	50,000.00			100,000.00			
Rebuilding cross wharf.....	10,000.00						
Strengthening approaches to floating dock.....	9,500.00						
Railroad system.....	5,000.00			10,000.00			
Underground conduit system.....	5,000.00			10,000.00			
Drainage system, to continue.....	5,000.00			10,000.00			
Sawmill, boat shop, and storage for construction and repair.....	8,000.00			10,000.00			
Toward the construction of street around naval station in lieu of Patterson street.....	60,000.00					60,000.00	
Central heating plant.....	15,000.00					15,000.00	
Paving.....				18,000.00			18,000.00
Quarters for commandant.....				10,000.00			10,000.00
Improvements to machine shop, building No. 4.....				15,000.00			15,000.00
Fitting up yard buildings 8 and 16.....				5,000.00			5,000.00
Luncheon storehouse.....				4,300.00			4,300.00
Dispensary building.....				15,000.00			15,000.00
Office building for steam engineering.....				9,000.00			9,000.00
Total.....	215,500.00			328,300.00		97,500.00	96,300.00
Newport. Government landing—							
Steel floats, fences, dredging, and general improvements.....				7,840.00			7,840.00
Navy-yard, New York, N. Y.—							
Paving and grading, to continue.....	3,000.00						
Railroad system, extensions.....	8,000.00						
Electric plant, extensions.....	50,000.00			10,000.00		3,000.00	
Railroad equipment, additional.....	5,000.00			25,000.00		25,000.00	
Underground conduits, extensions.....	5,000.00			5,000.00			
Heating system, extensions.....	30,000.00			15,000.00		10,000.00	
Extension salt-water suction and discharge pipes to power house.....	9,000.00			20,000.00		10,000.00	
Street-cleaning equipment.....	3,000.00					9,000.00	
Lean-to for building No. 20.....	3,000.00					3,000.00	
Lean-to for building No. 131.....	10,000.00					10,000.00	
Disinfecting plant.....	2,500.00					2,500.00	

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.		Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Public works, navy-yards and stations—Continued.						
Navy-yard, New York, N. Y.—Continued.						
Electric motors for pump well valves.			\$7,000.00	\$7,000.00		\$7,000.00
Sewers and drains.			10,000.00	10,000.00		10,000.00
Electric elevators.			10,000.00	10,000.00		10,000.00
Improvements to roofs of buildings.			10,000.00	10,000.00		10,000.00
Telephone system, extensions.			12,000.00	12,000.00		12,000.00
Central power plant.			140,000.00	140,000.00		140,000.00
Coal stowhouse.			11,000.00	11,000.00		11,000.00
Coppersmith shop for steam engineering.			97,000.00	97,000.00		97,000.00
Stowhouse for steam engineering (to cost \$102,000).			51,000.00	51,000.00		51,000.00
Crane stowhouse (to cost \$146,000).			50,000.00	50,000.00		50,000.00
Brass foundry.			25,000.00	25,000.00		25,000.00
Additional story building No. 31.			40,000.00	40,000.00		40,000.00
Total.		\$128,500.00	538,000.00	475,000.00	\$85,500.00	463,000.00
Navy-yard, Norfolk, Va.—						
Paving and grading, additional.		5,000.00	25,000.00	22,500.00		
Fire protection system, extensions.		2,500.00	8,000.00	5,500.00	5,000.00	
Railroad track, extensions.		5,000.00	15,000.00	10,000.00		
Improvements to building No. 16.		5,000.00			5,000.00	
Ballards and cranes for dry docks.		5,000.00			5,000.00	
Improvements to 40-ton locomotive crane.		2,000.00			2,000.00	
Concrete and granite dry dock, to complete.		350,000.00	100,000.00		250,000.00	
Repairs, buildings at St. Helena.		25,000.00			25,000.00	
Stables, machine barracks.		5,000.00			5,000.00	
Piers and slips, additional.			50,000.00	50,000.00		50,000.00
Concrete and stone dry dock No. 4 (to cost \$250,000).			100,000.00	100,000.00		100,000.00
Locomotive crane and track.			75,000.00	75,000.00		75,000.00
Concrete and stone dry dock No. 5 (to cost \$1,375,000).			200,000.00	200,000.00		200,000.00
Benetuary wall or fence.			10,000.00	10,000.00		10,000.00
Rebuilding coal wharf.			25,000.00	25,000.00		25,000.00
Rebuild entrance dry dock No. 2 (to cost \$150,000).			50,000.00	50,000.00		50,000.00
Central power plant.			130,000.00	130,000.00		130,000.00
Telephone system, extensions.			2,500.00	2,500.00		2,500.00
Sewer system, extensions.			5,000.00	5,000.00		5,000.00

Heating system, extensions.....	15,000.00	15,000.00	15,000.00	15,000.00
Compressed-air system, extensions.....	15,000.00	15,000.00	15,000.00	15,000.00
Electric plant, extensions.....	30,000.00	30,000.00	30,000.00	30,000.00
Boundary wall or fence, St. Helena reservation.....	10,000.00	10,000.00	10,000.00	10,000.00
Dredging and filling at St. Helena.....	10,000.00	10,000.00	10,000.00	10,000.00
Fire-protection system at St. Helena.....	10,000.00	10,000.00	10,000.00	10,000.00
Naval prison at St. Helena.....	60,000.00	60,000.00	60,000.00	60,000.00
Plumber shop for construction and repair.....	85,000.00	85,000.00	85,000.00	85,000.00
New roof, foundry building No. 22.....	6,500.00	6,500.00	6,500.00	6,500.00
Machine shop for steam engineering, to complete.....	25,000.00	25,000.00	25,000.00	25,000.00
Shed over Sinclair avenue.....	43,000.00	43,000.00	43,000.00	43,000.00
Water-closet and wash room, machine shop, building No. 30.....	10,000.00	10,000.00	10,000.00	10,000.00
Timber shed.....	15,000.00	15,000.00	15,000.00	15,000.00
Oil house.....	40,000.00	40,000.00	40,000.00	40,000.00
Roads at St. Helena, additional.....	5,000.00	5,000.00	5,000.00	5,000.00
Boiler and smith shop for steam engineering (to cost \$180,000).....	80,000.00	80,000.00	80,000.00	80,000.00
Improvements to 100-ton shears, to complete.....	20,000.00	20,000.00	20,000.00	20,000.00
Electric pumps and improvements to caissons.....	12,000.00	12,000.00	12,000.00	12,000.00
Improvements in building No. 62.....	1,200.00	1,200.00	1,200.00	1,200.00
Total.....	409,500.00	1,288,200.00	1,175,700.00	297,000.00
Naval station, Olongapo, P. I.—				
Purchase and installation of machinery.....	100,000.00			100,000.00
Wharf for floating dry dock.....	65,000.00			65,000.00
Extension of drainage canal.....	25,000.00			25,000.00
Steam floating derrick.....	17,000.00			17,000.00
Dredging and reclamation.....		200,000.00	200,000.00	200,000.00
Water system, extensions.....		40,000.00	40,000.00	40,000.00
Quay walls.....		150,000.00	150,000.00	150,000.00
Closing Buickman and Tinselman rivers.....		25,000.00	25,000.00	25,000.00
Railroad and track equipment.....		10,000.00	10,000.00	10,000.00
Roads and bridges, to extend.....		20,000.00	20,000.00	20,000.00
Latrines.....		5,000.00	5,000.00	5,000.00
Bending shop (to cost \$110,000).....		75,000.00	75,000.00	75,000.00
Smithery (to cost \$80,000).....		65,000.00	65,000.00	65,000.00
Central power house and plant.....		100,000.00	100,000.00	100,000.00
Total.....	207,000.00	640,000.00	640,000.00	207,000.00
Navy-yard, Pensacola, Fla.—				
Water system.....	5,000.00			5,000.00
Sewer system.....	10,000.00			10,000.00
Conduits and conductors for distribution of power.....	5,000.00			5,000.00
Crib for wooden floating dry dock.....	20,000.00			20,000.00
Conduit system.....		2,500.00	2,500.00	2,500.00
Machinery for central power plant.....		35,000.00	35,000.00	35,000.00
Pile driver.....		5,000.00	5,000.00	5,000.00
Ordnance building.....		50,000.00	50,000.00	50,000.00
Naval prison.....		28,000.00	28,000.00	28,000.00
Paint and oil storehouse.....		15,000.00	15,000.00	15,000.00
Railroad track and equipment.....		5,000.00	5,000.00	5,000.00

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Public works, navy-yards, and stations—Continued.					
Navy-yard, Pensacola, Fla.—Continued.					
Tools for yards and docks.....		\$2,000.00	\$2,000.00		\$2,000.00
Improvements to storehouse, building No. 25.....		5,000.00	5,000.00		5,000.00
Quarters for warrant officers.....		5,000.00	5,000.00		5,000.00
One officers' quarters.....		8,000.00	8,000.00		8,000.00
Improvements to building No. 40.....		5,000.00	5,000.00		5,000.00
Lumber storage shed.....		15,000.00	15,000.00		15,000.00
Total.....	\$40,000.00	180,500.00	180,500.00	\$40,000.00	180,500.00
Navy-Yard, Portsmouth, N. H.:					
Railroad and rolling stock.....	3,000.00	5,000.00	2,000.00		
Sewer system, extensions.....	3,000.00	5,000.00	2,000.00		
Quay walls, to extend.....	40,000.00	50,000.00	10,000.00		
Grading, to continue.....	15,000.00	30,000.00	15,000.00		
Central power house, extension.....	35,000.00			35,000.00	
Central power plant, extension.....	60,000.00	60,000.00			
Central heating plant, extension.....	8,000.00			8,000.00	
Water system, extension.....	5,000.00			5,000.00	
Workmen's landing near reservoir.....	1,000.00			1,000.00	
Shelves, racks, and fittings for storehouse No. 86.....	5,000.00			5,000.00	
Boiler shop for steam engineering, to complete.....	75,000.00			75,000.00	
Naval prison, administration building, to complete.....		10,000.00	10,000.00		10,000.00
Pattern shop for steam engineering.....		61,200.00	61,200.00		61,200.00
Blasting in front of quay wall, to cost \$110,000.....		50,000.00	50,000.00		50,000.00
Track for 40-ton crane, extension.....		46,800.00	46,800.00		46,800.00
Foundry (to cost \$224,300).....		100,000.00	100,000.00		100,000.00
Copper and blacksmith shop for steam engineering (to cost \$120,000).....		60,000.00	60,000.00		60,000.00
Erecting shop for steam engineering.....		85,200.00	85,200.00		85,200.00
Chapel and recreation hall.....		50,000.00	50,000.00		50,000.00
Heating system, steel plant, building No. 92.....		12,000.00	12,000.00		12,000.00
Paint shop.....		20,000.00	20,000.00		20,000.00
Coaling plant.....		15,000.00	15,000.00		15,000.00
Wash room for prison ship.....		8,000.00	8,000.00		8,000.00
Improvements to plumbers' shop.....		3,000.00	3,000.00		3,000.00
Naval prison laundry.....		3,000.00	3,000.00		3,000.00
Naval prison cooking and baking plant.....		3,200.00	3,200.00		3,200.00

Naval prison barracks for marines.....	105,000.00	105,000.00	105,000.00	105,000.00
Naval prison, quarters for commanding officer.....	12,000.00	12,000.00	12,000.00	12,000.00
Naval prison, quarters for officers.....	15,000.00	15,000.00	15,000.00	15,000.00
Naval prison, furniture and fittings.....	8,500.00	8,500.00	8,500.00	8,500.00
Naval prison, additional cells, elevator and fittings.....	75,000.00	75,000.00	75,000.00	75,000.00
Naval prison, northeast wing (to cost \$100,000).....	75,000.00	75,000.00	75,000.00	75,000.00
Purchase of water-supply system.....	170,000.00	170,000.00	170,000.00	170,000.00
Total.....	250,000.00	1,137,900.00	1,016,900.00	129,000.00
Navy-yard, Puget Sound, Wash.—				
Sewer system, extensions.....	3,000.00	3,000.00	15,000.00	
To continue grading.....	10,000.00	25,000.00		
Electric-light plant, extensions.....	5,000.00	6,000.00	1,000.00	
Water system, extensions.....	2,500.00	10,000.00	7,500.00	
Heating system, extensions.....	4,000.00	10,000.00	6,000.00	
Dredging, to continue.....	10,000.00	15,000.00	5,000.00	
Roads and walks, extensions.....	2,500.00	10,000.00	7,500.00	
Stone and concrete dry dock, to continue.....	100,000.00	300,000.00	200,000.00	
Smithery for construction and repair, to complete.....	4,000.00			4,000.00
Telephone system, extensions.....	1,500.00	2,000.00	500.00	
Central power plant, extensions.....	60,000.00	130,000.00	70,000.00	
Water-closet for ships in dock.....	2,500.00	5,000.00	2,500.00	
Fire-protection system, extensions.....		5,000.00	5,000.00	5,000.00
Railroad and equipment, extensions.....		5,000.00	5,000.00	5,000.00
Quay wall, extensions.....		55,000.00	55,000.00	55,000.00
Piers, additional.....		44,000.00	44,000.00	44,000.00
Pattern shop.....		40,000.00	40,000.00	40,000.00
Hardwood-lumber shed.....		20,000.00	20,000.00	20,000.00
Oil house.....		10,000.00	10,000.00	10,000.00
Crematory.....		3,500.00	3,500.00	3,500.00
One officer's quarters.....		8,000.00	8,000.00	8,000.00
One warrant officer's quarters.....		4,000.00	4,000.00	4,000.00
Drill hall, gymnasium, and wash room for enlisted men.....		30,000.00	30,000.00	30,000.00
Car float and landing slip.....		20,000.00	20,000.00	20,000.00
Floating crane (to cost \$100,000).....		50,000.00	50,000.00	50,000.00
Underground conduit system.....		12,000.00	12,000.00	12,000.00
Electric elevators and fittings, storehouse building No. 59.....		8,000.00	8,000.00	8,000.00
Electric drive for crane on ordnance wharf.....		1,000.00	1,000.00	1,000.00
Skylights and improvements, equipment building No. 78.....		5,000.00	5,000.00	5,000.00
Foundry building (to cost \$55,000).....		40,000.00	40,000.00	40,000.00
Extension of steam-engineering machine-shop.....		50,000.00	50,000.00	50,000.00
Altering storehouse to pattern shop.....		10,000.00	10,000.00	10,000.00
Total.....	207,000.00	936,500.00	735,500.00	4,000.00
Naval station, San Juan, P. R.—				
Marine railway.....		6,000.00	6,000.00	6,000.00
Equipment building.....		30,000.00	30,000.00	30,000.00
Anchor chain and galleys repair shop.....		15,000.00	15,000.00	15,000.00
Total.....		51,000.00	51,000.00	51,000.00

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Public works, navy-yards, and stations—Continued.					
Naval station, Tutuila.					
Barracks for native guard.		\$5,000.00	\$5,000.00		\$5,000.00
Grading and filling, to continue.		5,000.00	5,000.00		5,000.00
Recreation building and fittings.		3,000.00	3,000.00		3,000.00
Operating room.		1,000.00	1,000.00		1,000.00
Total.		14,000.00	14,000.00		14,000.00
Navy-yard, Washington, D. C.—					
Paving, to extend.	\$5,000.00	10,000.00	5,000.00	\$5,000.00	
Underground conduit system, to extend.	5,000.00			5,000.00	
Railroad system, to extend.	5,000.00			5,000.00	
Heating system, extension.	10,000.00			10,000.00	
Water system, to extend.	20,000.00			20,000.00	
Yard wall, to complete.	3,000.00			3,000.00	
Extensions and improvements, telephone and fire-alarm systems.	10,000.00			10,000.00	
Extension of gas plant.	200.00			200.00	
Purchase of land west of yard, to complete.		10,000.00	10,000.00		10,000.00
Grading, to extend.		6,000.00	6,000.00		6,000.00
Storage bins for perishable material.		161,872.00	161,872.00		161,872.00
Purchase of land.		60,000.00	60,000.00		60,000.00
Coal-storage plant, building No. 117, improvements.		5,000.00	5,000.00		5,000.00
Latrines, additional.		61,747.00	61,747.00		61,747.00
Locomotive and crane house.		100,000.00	100,000.00		100,000.00
New foundry building (to cost \$300,170).		2,000.00	2,000.00		2,000.00
Tools and machinery for yards and docks.		49,000.00	49,000.00		49,000.00
Model storage building for construction and repair.		7,000.00	7,000.00		7,000.00
Improvements to storehouse for guns and mounts.		50,000.00	50,000.00		50,000.00
Quay wall.		25,000.00	25,000.00		25,000.00
New floors in north and south gun shop and east gun-carriage shop.		40,000.00	40,000.00		40,000.00
Railroad bridge and tracks.		9,000.00	9,000.00		9,000.00
New roof for ordnance foundry.		596,619.00	591,619.00	58,200.00	586,619.00
Total.	63,200.00	250,000.00	250,000.00		250,000.00
1 steel floating dry dock (to cost \$1,250,000).					

Plans and estimates required by section 3063, Revised Statutes, and plans and specifications for public works.	30,000.00	45,000.00	15,000.00		
Repairs and preservation at navy-yards and stations.	500,000.00	850,000.00	50,000.00		
Total, public works, Bureau of Yards and Docks.	2,952,450.00	10,572,150.00	9,073,650.00	1,453,950.00	8,100,650.00
Recapitulation—					
Navy-yard, Boston, Mass.	95,050.00	525,000.00	505,000.00	75,050.00	505,000.00
Naval station, Cavite, P. I.		12,000.00	13,000.00		13,000.00
Navy-yard, Charleston, S. C.	471,500.00	960,300.00	793,300.00	804,500.00	548,300.00
Naval station, Culebra.		2,000.00	2,000.00		2,000.00
Government landing.		7,840.00	7,840.00		7,840.00
Naval station, Island of Guam.	12,000.00	47,500.00	42,500.00	7,000.00	37,500.00
Naval station, Guantanamo, Cuba.		704,800.00	704,800.00		704,800.00
Naval station, Hawaii.	35,000.00	3,100.00	3,100.00	35,000.00	3,100.00
Naval station, Key West, Fla.	39,200.00	251,500.00	219,500.00	7,200.00	199,500.00
Navy-yard, League Island, Pa.	108,000.00	972,600.00	871,600.00	7,000.00	776,600.00
Navy-yard, Mare Island, Cal.	143,000.00	480,500.00	457,500.00	120,000.00	423,000.00
Naval station, New Orleans, La.	215,500.00	326,300.00	208,300.00	97,500.00	96,300.00
Navy-yard, New York, N. Y.	128,500.00	538,000.00	475,000.00	65,500.00	463,000.00
Navy-yard, Norfolk, Va.	400,500.00	1,288,200.00	1,175,700.00	207,000.00	1,140,200.00
Naval station, Olongapo, P. I.	207,000.00	660,000.00	660,000.00	207,000.00	660,000.00
Navy-yard, Pensacola, Fla.	40,000.00	150,500.00	150,500.00	40,000.00	150,500.00
Navy-yard, Portsmouth, N. H.	250,000.00	1,137,900.00	1,016,900.00	129,000.00	887,900.00
Navy-yard, Puget Sound, Wash.	205,000.00	936,500.00	735,500.00	4,000.00	420,500.00
Naval station, San Juan, P. R.		51,000.00	51,000.00		51,000.00
Naval station, Tutuila.		14,000.00	14,000.00		14,000.00
Navy-yard, Washington, D. C.	63,200.00	566,619.00	561,619.00	58,200.00	589,619.00
1 steel floating dry dock (to cost \$1,250,000).		250,000.00	250,000.00		250,000.00
Plans and estimates required by section 3063, Revised Statutes, and plans and specifications for public works.					
Repairs and preservation at navy-yards and stations.					
Total, public works, Bureau of Yards and Docks.	2,952,450.00	10,572,150.00	9,073,650.00	1,453,950.00	8,100,650.00
Public works under the Secretary's office:					
Naval Academy					
Buildings and grounds, to complete.	750,000.00	380,000.00		370,000.00	
Naval station, Guam, L. I.—					
Buildings for lepers and other special patients.		4,000.00	4,000.00		4,000.00
Maintenance and care of lepers and other special patients.		16,000.00	16,000.00		16,000.00
Total.		20,000.00	20,000.00		20,000.00
Public Works, Bureau of Navigation:					
Naval Training Station, California—					
Repairs to water service and an additional main.	3,000.00	15,000.00	15,000.00		15,000.00
Reeds and grounds.		3,000.00	3,000.00		3,000.00
Painting of barracks, officers' quarters, and buildings.		30,000.00	30,000.00		30,000.00
Dispensary building.					
New power plant with wharf and fuel storage.	39,250.00			39,250.00	

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Public works, Bureau of Navigation—Continued.					
Naval Training Station, California—Continued.					
Gymnasium.....	\$3,500.00			\$3,500.00	
Laundry shed.....	2,000.00			2,000.00	
Repairs to barracks.....	22,000.00				
Total.....	107,750.00	\$51,000.00	\$48,000.00	\$66,750.00	\$48,000.00
Naval Training Station, Newport, R. I.:					
Rebuilding old timber wharf and improving water front.....		9,300.00	9,300.00		9,300.00
Refrigerating plant, increase.....		7,950.00	7,950.00		7,950.00
Salt water pumping system (to extend).....		10,000.00	10,000.00		10,000.00
Artesian and fresh water system (to extend).....		3,500.00	3,500.00		3,500.00
Grading and walks at Barracks "C".....		6,200.00	6,200.00		6,200.00
General storehouse.....		40,500.00	40,500.00		40,500.00
Dredging channel and basin.....		10,000.00	10,000.00		10,000.00
Improving and grading grounds and roads (to continue).....		5,000.00	5,000.00		5,000.00
Steam distributing lines.....		6,300.00	6,300.00		6,300.00
New receiving and disinfecting building.....		30,000.00	30,000.00		30,000.00
Increase of heating and lighting plant.....		5,300.00	5,300.00		5,300.00
Sanitary heating and ventilating system in Barracks "B".....		9,800.00	9,800.00		9,800.00
Repairs and alterations to Building No. 10.....		7,000.00	7,000.00		7,000.00
Completion and repairs, three double sets of officers' quarters.....		4,232.00	4,232.00		4,232.00
Repairs to Barracks "B".....	15,000.00			15,000.00	
Salt water pumping system.....	16,000.00			16,000.00	
Artesian well and water system.....	17,700.00			17,700.00	
Underground conduit system.....	3,200.00			3,200.00	
Garbage-incinerating plant.....	9,000.00			9,000.00	
Improving and grading grounds, roadways, paths, etc.....	5,000.00			5,000.00	
Sewerage system extension.....	2,750.00			2,750.00	
Furnishing assembly, lecture, and reading room, and improving basement story.....		2,900.00	2,900.00		2,900.00
Total.....	68,650.00	168,052.00	168,052.00	68,650.00	168,052.00
Naval War College, Newport, R. I.—					
For additional book stacks, cases, and racks for the storage and preservation of books, maps, and records.....	1,200.00			1,200.00	

Naval training station, Great Lakes—								
To complete buildings.....	750,000.00	750,000.00						
Electrical mains and conduits.....								
Floating main and concrete conduits.....			200,000.00					200,000.00
Floating station equipment.....								
Power-plant equipment.....								
Water supply and sewage disposal.....								
Furniture, commandant's quarters.....			3,500.00					3,500.00
Furniture, six officers' quarters, at \$1,500 each.....			9,000.00					9,000.00
Total.....	750,000.00	902,500.00	212,500.00					212,500.00
Public works, Bureau of Ordnance:								
Naval magazine, Dover, N. J.—								
Three magazine buildings.....		33,000.00	33,000.00					33,000.00
Removing brush, etc.....		3,000.00	3,000.00					3,000.00
Brick drying house.....	4,500.00						4,500.00	
Electric outfit, etc.....	600.00						600.00	
Naval magazine, St. Juliens Creek—								
Magazine building.....		14,000.00	14,000.00					14,000.00
Galvanized-iron storeroom.....								
Fencing newly acquired land.....	25,000.00						25,000.00	
Installing electric lighting and heaters.....		4,450.00	4,450.00					4,450.00
Naval proving ground, Indian Head—		15,300.00	15,300.00					15,300.00
Shell and mount storeroom.....		20,500.00	20,500.00					20,500.00
Paving battery ground.....		13,500.00	13,500.00					13,500.00
Laboratory annex.....		5,000.00	5,000.00					5,000.00
Nitrate of soda storeroom.....		4,500.00	4,500.00					4,500.00
Ether vault and tank.....		1,380.00	1,380.00					1,380.00
Pyro storeroom.....		850.00	850.00					850.00
Completion of bombproof.....		900.00	900.00					900.00
Clearing under brush, etc.....		6,500.00	6,500.00					6,500.00
Telephones to range station.....	3,500.00						3,500.00	
Six boiling tubs.....	1,200.00						1,200.00	
Extending pulping house, etc.....	2,500.00						2,500.00	
Subdivision of trolley system.....	3,500.00						3,500.00	
Additional magazines.....	6,000.00						6,000.00	
Extension of railroad system.....	3,000.00						3,000.00	
Naval magazine, Fort Mifflin—								
Repairs to wharf, etc.....		10,000.00	10,000.00					10,000.00
Drainage system for dwellings.....		7,500.00	7,500.00					7,500.00
Completion of stone road.....		2,400.00	2,400.00					2,400.00
Building for workmen.....		1,200.00	1,200.00					1,200.00
Fence enclosing property recently acquired.....		6,000.00	6,000.00					6,000.00
Extension of fire service.....	3,000.00						3,000.00	
Completion of sea wall.....	3,000.00						3,000.00	
Naval magazine, New England coast—								
Purchase of land and equipment of establishment.....	200,000.00	230,000.00	30,000.00					
Naval magazine, Fort Lafayette—								
Improvements to dock and sea wall.....	2,000.00						2,000.00	

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Public works, Bureau of Ordnance—Continued.					
Naval magazine, Mare Island, Cal.—		\$100,000.00	\$100,000.00		\$100,000.00
Additional magazines and general improvements.....	\$7,000.00			\$7,000.00	
Magazine building.....	3,100.00			3,100.00	
Extension of building A-5.....	1,200.00			1,200.00	
Extension of primer house.....					
Navy-yard, Pensacola, Fla.—					
Standpipe with pump, etc.....	5,000.00			5,000.00	
Torpedo station, Newport, R. I.—					
Rebuild oldest section of seawall.....		5,000.00	5,000.00		5,000.00
Ferry slip at torpedo station.....		7,500.00	7,500.00		7,500.00
Torpedo factory and equipment.....		155,000.00	155,000.00		155,000.00
Repairs to seawall.....	5,300.00			5,300.00	
Extension of compressor room.....	1,100.00			1,100.00	
Extension of tinsmith shop.....	1,800.00			1,800.00	
New paint shop.....	1,200.00			1,200.00	
Naval magazine, New York Harbor—					
Extension to locomotive house.....		800.00	800.00		800.00
Installing fire protection, standpipes, etc., in storhouse.....		1,050.00	1,050.00		1,050.00
Two additional magazine buildings.....		30,000.00	30,000.00		30,000.00
Three filling houses, with heating.....		3,000.00	3,000.00		3,000.00
One double cottage for gunner and pharmacist.....		13,000.00	13,000.00		13,000.00
Extension of railroad tracks and new sidings.....		6,000.00	6,000.00		6,000.00
Building for marine quarters and guardhouse.....		10,000.00	10,000.00		10,000.00
One heat test house.....		1,000.00	1,000.00		1,000.00
Water closets and wash rooms at power house.....		4,000.00	4,000.00		4,000.00
Extending sewers.....		500.00	500.00		500.00
Primer house.....		600.00	600.00		600.00
Naval magazine, Puget Sound—					
Buildings, grading, and general equipment of establishment.....		153,000.00	153,000.00		153,000.00
Naval magazine, Philippine Islands—					
Further extension of magazine and equipment for same.....		40,000.00	40,000.00		40,000.00
Naval magazine, Guantánamo—					
Necessary buildings, wharf, equipment, etc.....		52,500.00	52,500.00		52,500.00
Total.....	283,500.00	952,930.00	762,930.00	83,500.00	732,930.00

Public works, Bureau of Equipment:					
Naval Observatory—					
Grounds and roads.....	10,000.00	10,000.00			
Public works, Bureau of Medicine and Surgery:					
Naval hospital, Norfolk, Va.—					
For renovation of present hospital buildings and erection of new wards (cost not to exceed \$30,000).....	100,000.00	100,000.00			
Naval hospital, Pensacola, Fla.—					
For renewal of present hospital buildings and for erection of quarters for medical staff.....		25,000.00	25,000.00		25,000.00
Naval hospital, Puget Sound, Wash.—					
For erection of hospital buildings (cost not to exceed \$150,000).....		75,000.00	75,000.00		75,000.00
Naval hospital, Great Lakes—					
For erection of hospital buildings (cost not to exceed \$150,000).....		75,000.00	75,000.00		75,000.00
Naval hospital, Washington, D. C.—					
For erection of an additional hospital pavilion.....		60,000.00	60,000.00		60,000.00
Naval hospital, Canacao, P. I.—					
For construction of additional hospital wards and for erection of two quarters for medical staff.....		70,000.00	70,000.00		70,000.00
Naval medical supply depot, Canacao, P. I.—					
For erection of building.....		25,000.00	25,000.00		25,000.00
Total.....	100,000.00	430,000.00	330,000.00		330,000.00
Bureau of Medicine and Surgery:					
Medical department.....					
Naval hospital fund.....	255,000.00	270,000.00	15,000.00		
Contingent, Medicine and Surgery.....	40,000.00	40,000.00			
Transportation of medicines.....	55,000.00	60,000.00	5,000.00		
Repairs, Medicine and Surgery.....	10,000.00	10,000.00			
Hospital equipment, Guantanamo.....	45,000.00	50,000.00	5,000.00		
Total.....	405,000.00	430,000.00	25,000.00		900.00
Provisions, Navy, 1908.....					
Contingent, Bureau of Supplies and Accounts, 1908.....					
Civil establishment, Bureau of Supplies and Accounts, 1908.....	5,220,000.00	6,400,000.00	1,270,000.00		
1 clerk at naval training station, Great Lakes, at \$1,000.....	100,000.00	175,000.00	15,000.00		
1 stenographer at naval station, Guantanamo, Cuba, at \$4 per diem.....	40,000.00	500,000.00	100,000.00		
1 store man at naval station, Guantanamo, Cuba, at \$3.04 per diem.....	103,932.28	109,288.90			
1 receiving and shipping clerk at naval station, Cavite, P. I., at \$1,400, in lieu of one at \$1,200.....			1,000.00		1,000.00
1 lumber inspector at naval station, Cavite, P. I., at \$1,000.....			1,256.00		1,256.00
1 expert packer at naval station, Cavite, P. I., at \$400.....			200.00		954.56
Increase in estimates for per diem salaries on account of 1908 being a leap year.....			1,000.00		1,000.00
Total.....	5,883,932.28	7,274,288.90	1,300,356.62		5,110.56
Provisions, Navy, 1908 (special):					
75,000 U. S. army emergency rations.....		30,000.00	30,000.00		30,000.00

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Bureau of Construction and Repair.	\$7,900,000.00	\$7,900,000.00			
Improvement of construction plants:					
Navy-yard, Portsmouth, N. H.	15,000.00	15,000.00			
Navy-yard, Boston, Mass.	20,000.00	20,000.00			
Navy-yard, New York, N. Y.	20,000.00	20,000.00			
Navy-yard, League Island, Pa.	15,000.00	15,000.00			
Navy-yard, Norfolk, Va.	12,000.00	12,000.00			
Navy-yard, Pensacola, Fla.	15,000.00	15,000.00			
Navy-yard, Mare Island, Cal.	15,000.00	15,000.00			
Navy-yard, Puget Sound, Wash.	20,000.00	20,000.00			
Naval station, Charleston, S. C.	10,000.00	30,000.00	\$20,000.00		\$20,000.00
Naval station, New Orleans, La.	40,824.25	40,824.25			
Civil establishment.					
Total.	8,082,824.25	8,112,824.25	30,000.00		30,000.00
Bureau of Steam Engineering.					
Steam machinery—					
For completion, repairing, and preservation of machinery, boilers, etc.	3,500,000.00	3,500,000.00			
For purchase, handling, and preservation of material, stores, etc.	2,000,000.00	2,000,000.00			
For incidental expenses for naval vessels and yards.	5,000.00	5,000.00			
Improvement of steam engineering plant—				\$60,000.00	
Portsmouth, N. H., Navy-Yard.	110,000.00	50,000.00			35,000.00
Boston, Mass., Navy-Yard.		35,000.00	35,000.00		40,000.00
New York, N. Y., Navy-Yard.		40,000.00	40,000.00		25,000.00
League Island, Pa., Navy-Yard.		25,000.00	25,000.00		15,000.00
Norfolk, Va., Navy-Yard.	25,000.00	40,000.00	15,000.00		
Pensacola, Fla., Navy-Yard.	10,000.00	15,000.00	5,000.00		10,000.00
Guantanamo, Cuba, Naval Station.		10,000.00	10,000.00		25,000.00
Cavite, P. I., Naval Station.		25,000.00	25,000.00		20,000.00
Olongapo, P. I., Naval Station, U. S. Naval Academy, Annapolis, Md.—		20,000.00	20,000.00		
Salaries.	5,520.00	8,520.00			
For civilian assistant to director.			3,000.00		
Contingent.		1,000.00	1,000.00		
Experimental work at engineering laboratory.		25,000.00			
Buildings (including furniture, etc.)	25,000.00	50,000.00			
1 house for quarters for engineering director (officer)			20,000.00		
					20,000.00

1 house for quarters for assistant to director (officer).....				15,000.00		15,000.00
1 house for quarters for assistant to director (civilian).....				15,000.00		15,000.00
Civil establishment—						
At all navy-yards and stations.....	17,900.00	21,800.00				
1 clerk to department, Cavite Naval Station.....				1,400.00		e 1,400.00
1 clerk, Cavite Naval Station.....				1,300.00		e 1,300.00
1 clerk, Cavite Naval Station.....				1,200.00		e 1,200.00
Total.....	5,608,420.00	5,871,320.00		232,900.00	60,000.00	212,900.00
Naval Academy:						
Pay of professors and others.....						
3 professors, 1 English, 1 French, and 1 Spanish (1 professor of drawing, at \$2,200 per annum omitted).....	126,217.52	120,868.26				
2 additional instructors (new).....				4,000.00	2,200.00	4,000.00
1 cataloguer, at \$1,100 (in lieu of 1 assistant librarian, at \$1,000).....				100.00		100.00
1 shelf assistant (new).....				900.00		900.00
1 shelf assistant (new).....				900.00		900.00
1 mechanic in department of ordnance (new).....				751.20		751.20
1 quarter gunner (increase of 18 cents per year to equalize pay with other quarter gunners).....				18		18
2 additional attendants (new).....				630.36		630.36
1 printer, at \$720 (new).....				600.00		600.00
1 printer, at \$480 (new).....				720.00		720.00
1 bandsman, at \$1,200 (omitted and estimated for under pay of the Navy).....				480.00		480.00
21 musicians, at \$20 each (omitted and estimated for under pay of the Navy).....					1,200.00	
7 second-class musicians, at \$80 each (omitted and estimated for under pay of the Navy).....					8,820.00	
Pay of watchmen, mechanics, and others.....					2,520.00	
To reimburse appropriation.....	75,000.00	100,000.00		25,000.00		
To reimburse for retaining watchmen during vacation period.....						
To reimburse for retaining watchmen during vacation period.....						
Pay of steam employees, Naval Academy.....	20,343.06	4,000.00		4,000.00		4,000.00
Special course, Naval Academy.....	3,000.00	3,000.00				
Repairs, Naval Academy.....	20,000.00	30,000.00		10,000.00		
Heating and lighting, Naval Academy.....	40,000.00	50,000.00		10,000.00		
Contingent, Naval Academy.....						
Purchase, binding, and repairs of books.....	2,500.00	2,500.00				
Purchase of Azimuth Tables (new).....				700.00		700.00
Stationery, blank books, models, and maps.....	2,500.00	2,500.00				
Expenses of Board of Visitors.....	2,000.00	2,000.00				
Purchase of elements.....	3,000.00	3,000.00				
Purchase of gas and steam machinery.....	60,000.00	60,000.00				
Stores in department of steam engineering (omitted).....	1,000.00			1,000.00		
Material for repairs in steam machinery (omitted).....	1,500.00			1,500.00		
Stores, etc., in department of marine engineering.....		15,000.00		15,000.00		15,000.00
Apparatus for instruction of midshipmen in the various academic departments.....		15,000.00		15,000.00		15,000.00
Apparatus for instruction of midshipmen in department of marine engineering and naval construction (divided into last-named above two items of \$15,000 each).....	30,000.00				30,000.00	
For contingencies for the Superintendent.....	2,000.00	2,000.00				
Care of rifle range.....		1,277.04		1,277.04		1,277.04
Total.....	380,060.58	432,188.36		90,367.78	47,240.00	45,367.78

e Paid from Navy contingent.

d For stationery, instruments, etc.

a Approved by Department in estimates of last year.

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Marine Corps:					
Pay of the U. S. Marine Corps—					
Pay, officers, active list.....	\$576,150.00	\$598,140.00	\$21,990.00		
Pay, officers, retired list.....	115,000.00	115,000.00			
Pay, noncommissioned officers, musicians, privates, active.....	1,883,535.20	1,883,535.20			
Pay, enlisted men, retired.....	50,000.00	67,422.00	17,422.00		
Undrawn clothing.....	77,600.00	93,566.98	15,966.98		
Mileage.....	30,000.00	40,000.00	10,000.00		
Commutation of quarters, officers.....	15,000.00	20,000.00	5,000.00		
Pay, civil force—					
Office of the Brigadier-General, Commandant.....	3,771.28	3,871.28	a 100.00		
Office of the paymaster.....	4,300.00	4,400.00	a 100.00		
Office of the assistant paymaster, Washington, D. C. (new).....		1,300.00	1,300.00		\$1,300.00
Office of the assistant paymaster, San Francisco, Cal.....		1,400.00	1,400.00		
Office of the adjutant and inspector.....	1,400.00	3,200.00	a 100.00		
Office of the assistant adjutant and inspector.....	1,200.00	1,200.00			
Office of the quartermaster.....	7,100.00	7,200.00	a 100.00		
Office of the assistant quartermaster, Washington or San Francisco.....	2,800.00	2,800.00			
Pay department, Philippines.....	1,400.00	1,400.00			
Quartermaster's department, Philippines.....	1,400.00	1,400.00			
Assistant quartermaster, Philadelphia, Pa.....	2,440.00	2,440.00			
Interest on deposits of enlisted men.....	3,000.00				
Increase in officers.....		76,020.00	1,020.00		
Increase in enlisted men.....		340,668.00	76,020.00		
Total.....	2,779,276.48	3,268,986.46	489,709.98		1,300.00
Quartermaster—					
Provisions, Marine Corps.....	548,503.00	678,503.00	130,000.00		
Clothing, Marine Corps.....	575,920.00	735,920.00	160,000.00		
Fuel, Marine Corps.....	70,000.00	90,000.00	20,000.00		
Military stores, Marine Corps.....	200,000.00	275,782.00	75,782.00		
Transportation and recruiting, Marine Corps.....	156,000.00	256,000.00	90,000.00		
Repairs of barracks, Marine Corps.....	66,336.00	78,836.00	12,500.00		
Forge, Marine Corps.....	17,700.00	17,700.00			
Hire of quarters, Marine Corps.....	35,748.00	51,548.00	15,800.00		
Contingent, Marine Corps.....	255,800.00	330,800.00	75,000.00		

Public works—					
Addition to officers' quarters, Portsmouth, N. H.	12,000.00	12,000.00	12,000.00	12,000.00	12,000.00
Parade ground, Boston, Mass.	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
Marine barracks and officers' quarters, New London, Conn.	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00
Marine barracks and officers' quarters, League Island, Pa.	125,000.00	125,000.00	125,000.00	125,000.00	125,000.00
Amusement room, League Island, Pa.	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Purchase of ground and addition to depot, Philadelphia, Pa.	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
Toward completion of barracks and officers' quarters, Washington, D. C.	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
Roads, walks, grading, etc., Norfolk, Va.	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
Marine barracks and officers' quarters, Charleston, S. C.	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
Officers' quarters, Pensacola, Fla.	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Temporary marine barracks, Guantanamo, Cuba.	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
Addition to marine barracks, Bremerton, Wash.	12,000.00	12,000.00	12,000.00	12,000.00	12,000.00
Toward completion of officers' quarters, Bremerton, Wash.	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
Marine barracks and officers' quarters, Mare Island, Cal.	180,000.00	180,000.00	180,000.00	180,000.00	180,000.00
Temporary marine barracks and officers' quarters, Cavite, P. I.	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00
Laundries, Marine Corps.	12,000.00	12,000.00	12,000.00	12,000.00	12,000.00
Completion of marine barracks and officers' quarters, Norfolk, Va.	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00
Marine barracks and officers' quarters, New Orleans, La.	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Marine barracks and officers' quarters, San Francisco, Cal.	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Repairs and improvements, New London, Conn.	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
Purchase of land, Sitka, Alaska	400.00	400.00	400.00	400.00	400.00
Total	2,032,407.00	3,379,099.00	1,453,082.00	106,400.00	884,000.00
Increase of the Navy:					
Construction and machinery	17,830,829.00	12,713,915.00		5,116,914.00	
Armor and armament	15,145,000.00	9,000,000.00		6,145,000.00	
Equipment		500,000.00	500,000.00		

* Chief clerk increased from \$1,600 to \$1,700.

Comparative statement of estimates and appropriations, 1907-8, Navy Department—Continued.

RECAPITULATION.

Naval Establishment.	Appropriated, 1907.	Estimates, 1908.	Increase of estimates for 1908 over amount ap- propriated for 1907 for same pur- pose.	Decrease of estimates for 1908 as com- pared with amount ap- propriated for 1907 for same pur- pose.	New items, 1908.
Pay of the Navy.....	\$30,269,637.00	\$23,643,117.00	\$3,373,480.00		
Pay, miscellaneous.....	650,000.00	700,000.00	50,000.00		
Contingent, Navy.....	65,000.00	65,000.00			
Bureau of Navigation.....	1,895,395.00	2,290,304.50	394,909.50		\$78,200.00
Bureau of Ordnance.....	7,658,096.75	16,196,738.75	8,058,732.00	\$521,000.00	7,346,300.00
Bureau of Equipment.....	6,874,028.00	7,782,478.00	908,450.00		4,000.00
Bureau of Yards and Docks.....	1,023,903.93	1,197,158.25	173,254.32		173,535.07
Public works, Bureau of Yards and Docks.....	2,952,450.00	10,572,150.00	9,073,659.00	1,433,950.00	8,100,659.00
Public works, Secretary of the Navy.....					
Naval Academy.....	750,000.00	380,000.00		370,000.00	
Naval station, island of Guam.....		20,000.00	20,000.00		20,000.00
Public works, Bureau of Navigation.....	90,750.00	51,000.00	49,000.00	60,750.00	48,000.00
Naval training station, California.....	68,650.00	108,052.00	168,052.00	68,050.00	108,052.00
Naval training station, Rhode Island.....	1,200.00			1,200.00	
Naval War College.....	750,000.00	962,500.00	212,500.00		212,500.00
Naval training station, Great Lakes.....	283,500.00	950,430.00	673,930.00		315,450.00
Public works, Bureau of Ordnance.....	10,000.00	430,000.00	330,000.00		330,000.00
Public works, Bureau of Equipment.....	100,000.00	430,000.00	330,000.00		330,000.00
Public works, Bureau of Medicine and Surgery.....	405,000.00	430,000.00	25,000.00		5,110.56
Bureau of Medicine and Surgery.....	5,883,932.28	7,274,288.90	1,390,356.62		30,000.00
Bureau of Supplies and Accounts.....		30,000.00	30,000.00		30,000.00
Bureau of Supplies and Accounts (75,000 army emergency rations, special).....	8,082,824.25	8,112,824.25	30,000.00		30,000.00
Bureau of Construction and Repair.....	5,608,430.00	5,871,320.00	262,900.00		212,900.00
Bureau of Steam Engineering.....	389,000.58	432,188.36	90,367.78	47,240.00	45,367.78
Naval Academy.....					
Marine Corps.....					
Paymaster.....	2,779,276.48	3,268,983.46	489,706.98		1,300.00
Quartermaster.....	2,032,407.00	3,379,089.00	1,433,082.00	100,400.00	884,000.00
Increase of the Navy.....					
Construction and machinery.....	17,830,829.00	12,713,915.00		5,116,914.00	
Arms and armament.....	15,145,000.00	9,000,000.00		6,145,000.00	
Equipment.....		500,000.00	500,000.00		
Total.....	101,667,670.27	115,431,449.47	27,727,883.20	13,964,104.00	18,006,274.41

FINANCIAL STATEMENT.

Appropriations, expenditures, and balances for the fiscal year ending June 30, 1906.

	Appropriations for fiscal year 1906, exclusive of public works.	Amounts drawn in fiscal year 1906.	Balances, June 30, 1906.
General establishment:			
Pay of the Navy.....	\$20,000,000.00	\$16,470,799.47	\$3,529,200.53
Pay, miscellaneous.....	603,344.84	590,013.59	13,331.25
Contingent, Navy.....	65,000.00	34,219.24	30,780.76
Bureau of Yards and Docks:			
Maintenance.....	754,000.00	623,510.84	130,489.16
Repairs and preservation, navy-yards.....	500,000.00	428,875.32	71,124.68
Civil establishment.....	143,443.92	134,847.89	8,596.03
Contingent.....	30,000.00	27,106.71	2,893.29
Bureau of Equipment:			
Equipment of vessels.....	3,000,000.00	2,165,491.27	834,508.73
Contingent.....	14,000.00	9,708.68	4,291.32
Coal and transportation.....	3,250,000.00	2,562,745.56	687,254.44
Civil establishment.....	38,028.00	32,726.24	5,301.76
Ocean and lake surveys.....	75,000.00	27,640.18	47,359.82
Naval observatory.....	10,000.00	10,000.00	
Bureau of Navigation:			
Pay, Naval Academy.....	171,175.96	171,175.96	
Repairs, Naval Academy.....	31,000.00	22,462.02	8,537.98
Heating and lighting, Naval Academy.....	40,000.00	39,613.60	386.40
Special course, Naval Academy.....	3,000.00	2,989.08	10.92
Contingent, Naval Academy.....	103,500.00	67,343.54	36,156.46
Naval War College.....	16,900.00	15,426.52	1,473.48
Naval training station, Rhode Island.....	61,000.00	50,610.67	10,389.33
Naval training station, California.....	50,000.00	42,979.85	7,020.15
Transportation, navigation.....	390,000.00	164,434.58	225,565.42
Recruiting, navigation.....	90,141.00	17,115.22	73,025.78
Contingent, navigation.....	25,000.00	15,110.71	9,889.29
Maintenance of colliers.....	393,084.00	89,475.26	303,608.74
Gunnery exercises.....	120,000.00	99,404.09	20,595.91
Outfits on first enlistment.....	567,000.00	203.21	566,796.79
Naval home, Philadelphia, Pa.....	76,825.00	63,424.65	13,400.35
Bureau of Ordnance:			
Ordnance and ordnance stores.....	3,511,300.00	2,069,279.41	1,442,020.59
Repairs.....	30,000.00	19,941.56	10,058.44
Contingent.....	25,000.00	5,277.47	19,722.53
Civil establishment.....	47,006.75	44,238.63	2,768.12
Torpedo station.....	65,000.00	51,899.10	13,100.90
Reserve torpedoes and appliances.....	100,000.00	5,634.55	94,365.45
Bureau of Construction and Repair:			
Construction and repair.....	7,800,000.00	6,402,803.79	1,397,196.21
Civil establishment.....	40,824.25	39,655.08	1,169.17
Bureau of Steam Engineering:			
Steam machinery.....	4,005,000.00	3,387,764.86	617,235.14
Civil establishment.....	17,900.00	17,543.05	356.95
Bureau of Supplies and Accounts:			
Provisions, Navy.....	5,220,000.00	3,788,695.14	1,431,304.86
Contingent.....	160,000.00	100,112.46	59,887.54
Civil establishment.....	103,932.28	97,513.02	6,419.26
Freight.....	475,000.00	210,722.66	264,277.34
Bureau of Medicine and Surgery:			
Medical department.....	240,000.00	210,022.54	29,977.46
Repairs.....	45,000.00	14,083.02	30,916.98
Contingent.....	50,000.00	34,345.83	15,654.17
Naval hospital fund.....	40,000.00	40,000.00	
Bringing home remains of officers and men, Navy and Marine Corps, who die abroad.....	4,000.00	1,309.55	2,690.45
Marine Corps:			
Pay.....	2,328,524.28	2,224,235.25	104,289.03
Clothing.....	607,370.00	502,082.39	105,287.61
Provisions.....	512,087.50	346,386.50	165,701.00
Fuel.....	65,000.00	52,893.54	12,106.46
Repairs of barracks.....	66,336.00	47,594.08	18,741.92
Military stores.....	185,000.00	121,136.52	63,863.48
Transportation and recruiting.....	236,620.00	131,288.11	105,331.89
Forage.....	17,700.00	1,621.69	13,078.31
Hire of quarters.....	35,748.00	33,853.90	1,894.10
Contingent.....	215,000.00	168,990.70	46,009.30
Total.....	56,860,791.78	44,153,378.35	12,707,413.43

**NUMBER OF REQUISITIONS UNDER WHICH PURCHASE WAS
MADE WITHOUT COMPETITION DURING THE PAST FISCAL
YEAR.**

NAVY DEPARTMENT,
BUREAU OF SUPPLIES AND ACCOUNTS,
Washington, D. C., October 2, 1906.

SIR: 1. In accordance with the Department's instructions, contained in its letters Nos. 22353-2 of July 26 and August 1, a statement is inclosed showing the number of requisitions under which purchase was made without competition during the past fiscal year, the amounts expended being grouped by bureaus under various general heads.

2. The statement that no competition was obtained by this Bureau under any of the requisitions shown must be qualified by the explanation that, for the most important items shown competition is in most instances understood to have been obtained by the various Bureaus concerned in advance of preparation of the requisitions. For instance, purchase of coal and the transportation thereof is negotiated by the Bureau of Equipment, and the formal contract with the party designated by it is entered into by this Bureau. The same course is pursued in the purchase of smokeless powder, shell, and other special supplies pertaining to the Bureau of Ordnance.

3. The prices of Ward boilers conform to an agreement between the manufacturer and the Bureau of Steam Engineering. A similar understanding between the Bell Telephone Company and the Bureau of Yards and Docks governs the price of Bell telephones and material for use in connection with them.

4. Accompanying the general statement are the summary sheets under the different bureaus showing, by yards, the individual requisitions under which competition was waived. Under the column "Remarks" is noted the character of the material purchased in the case of the larger items.

5. All supplies and services required by the Department are purchased after advertisement in the public press, or through a navy pay office by means of posters and mailed proposals, except as shown on the accompanying statement, which cases fall under the following general heads:

First. Special articles or material sold only by the producer or his special agent, when it is certified by the head of Department that the article named and no other will meet the requirements of the service, and such certificate is approved by the Bureau concerned.

Second. Material where special selection is required, as in the purchase of standard samples, trees, house furnishings, etc., where the character of the competition and the cost of the article must be left to the discretion of the party making the selection, within the limits approved by the Bureau, quality being essential and price secondary.

Third. Personal services where special technical skill or professional attainments make the services of a particular individual necessary (including repairs to special machinery and delicate instruments).

Fourth. Services or supplies only obtainable from other Departments or from corporations or municipalities having a monopoly of the articles or services required, as in the case of gas, water, street-car tickets, expressage, stamps, telephones, etc.

Fifth. Where spare parts are required for machinery or instruments, and their failure to conform absolutely to the required type is likely to result in injury to individuals or property or in expensive delay.

Sixth. When an emergency forbids the delay necessary to secure competition.

6. Practically no other circumstances are accepted by this Bureau as justification for waiving competition. In any case where the propriety of authorizing purchase without competition is not apparent, the request is denied or submitted to the Department for instructions.

7. This Bureau can not, of course, answer as to the character of competition obtained in the purchase of coal, ordnance material, etc., where the purchase is made by the Department direct, by other Bureaus, by officers of the Naval Militia, etc., and merely confirmed by formal contract by this Bureau.

Respectfully,

H. T. B. HARRIS,
Paymaster-General, U. S. Navy.

The SECRETARY OF THE NAVY.

NAVY 1906—6



Statement showing number and amount of requisitions, all Bureaus, upon which competition has been waived, series 1906.

Character.	Construction and Repair.		Yards and Docks.		Equipment.		Steam Engineering.		Ordnance.		Supplies and Accounts.		Navigation.		Medicine and Surgery.		Secretary's Office.	
	Number of Requisitions.	Amount.	Number of Requisitions.	Amount.	Number of Requisitions.	Amount.	Number of Requisitions.	Amount.	Number of Requisitions.	Amount.	Number of Requisitions.	Amount.	Number of Requisitions.	Amount.	Number of Requisitions.	Amount.	Number of Requisitions.	Amount.
Special articles sold only by manufacturers.	54	\$36,183	11	\$3,780	80	\$169,657	23	\$103,040	159	\$618,781	9	\$920	2	\$2,475	8	\$122	2	\$198
Repairs by manufacturers.	56	3,826	11	143	38	1,602	9	140	46	16,667	23	436			6	121	4	35
Spare parts for special machinery, etc.	65	38,865	19	1,383	41	54,480	30	10,374	70	11,971	4	56						
Emergency, including tug and lighter hire, etc.	15	430	28	9,433	55	13,506	17	2,529	18	2,606	4	2,345	6	1,022	1	300	4	57
Personal or expert services.	27	5,026	21	3,342	20	1,825	4	432	12	2,582	6	98	8	4,183	5	412	16	7,459
Department's special authority.			1	250			1	360										
Charges: Freight, express, duty, demurrage, drayage, stamps.	3	50	2	444	24	795	4	98	7	1,879	7	112	1	2			7	141
Rental: Telephone, telegraph, post-office box, fire hydrant, dock, barn, clocks, water, light, etc.	6	206	16	2,734	2	492	3	138	4	337	3	1,784	1	300	1	100	5	257
Car and boat tickets.	19	383	7	120	3	122	4	50	2	6	2	80	12	219	3	30	107	4,618
Deliveries in excess of contracts or requisitions. Material rejected, later accepted.	2	80	3	105			2	150	25	2,048	4	391					1	26
Special selection: Furniture, trees, trophy, etc.			1	3													1	18
Books and publications.	2	165	2	11	12	3,814	3	70	6	1,973			2	106			5	287
Ward boilers and parts.							63	97,751										
Coal.					51	1,973,252												
Transportation of coal.					56	462,913												
Material for experimental and testing purposes; standard samples.			2	35	7	116					2	24						
Hum. smoked, special.											1	6,838						
Material on new ships: Coal, oil, etc.					4	956	5	1,457										
Smokeless powder.																		
Shell.																		
Solvent, recovery of alcohol.																		
Revolver belts.																		
Colt's automatic guns, alterations, etc.																		
Special ordnance.																		
Milk, eggs, etc., for sick.															1	24		
Total.	216	84,914	121	21,841	392	2,683,530	168	216,389	401	2,840,594	64	12,934	42	13,038	19	1,109	152	13,096

Grand total: Number of requisitions, 1,608; amount, \$6,887,448.

Navigation.

Location and item.	Num- ber of requisi- tion.	Amount.	Location and item.	Num- ber of requisi- tion.	Amount.
Boston:			Norfolk:		
Stamps	41	\$2	Emergency	1	\$300
Rent	3	300		2	165
Torpedo Station, Newport:				15	490
Tickets	2	15	Lake Bluff, Ill.: Tickets	41	25
	4	14	Bureau:		
	5	5	Publications, books	1	9
	6	5		3	3,000
	7	5		10	173
Naval War College, Newport:				14	1,500
Articles sold only by manu- facturer	52	1,100		27	40
Emergency	76	6	Special services	7	112
	84	1		39	250
Publications, books	15	5		60	75
	23	8		55	50
	68	12		44	2,625
	78	2	Tickets	2	25
	120	12		12	25
Special selection, furniture.	88	6		24	25
Special services	85	26		31	25
Lecturer	5	1,000		42	25
Training Station, Newport:				45	25
Articles sold only by manu- facturer	171	1,375	Trophy	19	100
Emergency	103	60			
Special services	41	15			

Naval War College, Newport: Requisition No. 52 covers installation of boiler.

Training Station, Newport: Requisition No. 171 covers 5 subtarget gun machines.

Bureau: Requisition—

No. 44 covers printing of recruiting posters.

No. 3 covers naval institute books.

No. 14 covers naval institute books.

Total navigation, 42 requisitions; amount, \$13,038.

Medicine and surgery.

Location and item.	Num- ber of requisi- tion.	Amount.	Location and item.	Num- ber of requisi- tion.	Amount.
Naval hospital, Washington:			Naval medical supply depot, Brooklyn, N. Y.: Repairs by manufacturers	9	\$53
Personal services	51	\$285	Naval hospital, Portsmouth:		
Gas	82	100	Repairs by manufacturers ...	8	35
Naval medical school, Wash- ington:			Marine barracks, Washington:		
Repairs by manufacturers ..	15	8	Repairs by manufacturers ...	7	12
	36	13	Navy-yard, Charleston, S. C.:		
Articles sold only by manu- facturers	26	7	Car tickets	6	10
Car tickets	37	10	Naval Academy, Annapolis:		
Naval hospital, Newport: Arti- cles sold only by manufac- turers	24	88	Emergency	4	300
Naval dispensary, Washington:			Navy-yard, League Island:		
Personal services	5	110	Personal services	4	3
	19	10	Provisions (milk, eggs, etc., for sick)	3	24
Car tickets	16	10	Naval proving ground, Indian Head, Md.: Personal services.	2	4
Naval hospital, Chelsea, Mass.:					
Articles sold only by manu- facturers	12	27			

Total medicine and surgery, 19 requisitions; amount, \$1,109.

Supplies and accounts.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
Portsmouth:			New York—Continued.		
Articles sold only by manufacturers	19	\$18	Personal service	101	\$10
Emergency, including tugs and lighters	18	46		199	15
Repairs by manufacturers	24	56		299	18
Charges, freight, express ..	20	2		316	30
Boston:			Rental, telephones	8	244
Articles sold only by manufacturers	52	82		9	1,536
	60	25		207	4
Repairs by manufacturers ..	9	28	Standard samples	72	4
	12	15		300	20
	32	10	Delivery in excess of contract or requisition	139	53
	46	2		89	60
Torpedo station: Stamps	16	8	Material rejected; later accepted at reduced price ..	69	228
New York:			League Island: Repairs by manufacturers	9	10
Articles sold only by manufacturers	79	87	Washington:		
	180	158	Articles sold only by manufacturers	13	45
	266	15		37	350
Spare parts	37	12		61	58
	95	41	Spare parts	7	2
	241	1	Repairs by manufacturers ..	17	37
Emergency, including tugs and lighters	36	1,755		33	1
	40	55	Car tickets	6	15
	58	489		27	15
Repairs by manufacturers ..	76	5	Norfolk:		
	85	1	Stamps	35	10
	120	25	Delivery in excess of contract or requisition	10	50
	126	100	Mare Island:		
	148	4	Repairs by manufacturers ..	24	31
	161	3		25	11
	188	45		113	25
	206	5	Stamps	20	6
	225	3	Charleston, S. C.: Repairs by manufacturers	5	3
	242	6	Bureau:		
	289	10	Stamps	17	80
Charges, freight, express ..	226	4	Ham	12	6,838
	243	2			
Personal services	75	25			

New York: Requisition No. 36 covers services of steam lighter, August, 1905.

Total supplies and accounts, 64 requisitions; amount, \$12,934.

Ordnance.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
Portsmouth, N. H.: Spare parts	17	\$1	Torpedo station, Newport—Continued.		
Boston, Mass.:			Spare parts	137	\$11
Articles sold only by manufacturers	47	37		240	100
Spare parts	113	50		270	44
Emergency, including tugs	27	60		299	300
	104	12		325	13
Repairs by manufacturers ..	74	25		355	70
Expert services	25	500		389	500
	52	5	Repairs by manufacturers ..	36	15
Water	119	4		139	8
Torpedo Station, Newport:				274	27
Articles sold only by manufacturers	70	10	Stamps	20	8
	103	35		242	8
	128	25		440	8
	154	2,000	Expert services	345	1,650
	182	30	Excess delivery on contract or requisition	297	36
	273	92	Charges: Duty, salvage, demurrage, drayage	228	25
	301	85	Training station, Newport, R. I.: Articles sold only by manufacturers	253	21
Spare parts	49	14			
	105	235			
	134	113			

Ordnance—Continued.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
New York:			Norfolk, Va.:		
Articles sold only by manufacturers	31	\$100	Articles sold only by manufacturers	47	\$8
	36	433	Repairs by manufacturers	38	38
	56	1,400	Charges: Duty, salvage, demurrage, drayage	48	1
	71	1,625	St. Juliens Creek: Charges—duty, salvage, demurrage, drayage	53	1
	93	170	Puget Sound:		
	146	96	Articles sold only by manufacturers	36B	200
	147	1,300	Repairs by manufacturers	32	8
	148	1,300	Inspector of powder, Santa Cruz, Cal.: Articles sold only by manufacturer	7	86
	173	5		8	75
	216	2,060	Munhall, Pa.: Car tickets	39	1
	256	30	Inspector of ordnance, Cramp's shipyard, Philadelphia, Pa.: Repairs by manufacturers	29	12
	269A	616	South Bethlehem, Pa.: Repairs by manufacturers	12	12
	333	1,950	Inspector of ordnance, Brooklyn, N. Y.: Charges—duty, salvage, demurrage, drayage	11	1
Spare parts	3A	230	Inspector of powder, Philadelphia, Pa.: Spare parts	3	3
	46	756	Inspector of powder, Nicetown, Pa.: Articles sold only by manufacturers	4	45
	52	90	Washington, D. C.:		
	78	10	Articles sold only by manufacturers	14	5,668
	94	30		19	51,000
	102	156		26	7,000
	126	9		27	1,179
	130	333		28	850
	142	22		30	6,280
	151	22		44	72
	181	4		79	4,364
	189	21		112	12,320
	217	28		121	33,000
	252	15		126	14,025
	257	65		133	3,830
	268	115		140	112
	263	275		144	660
	273	105		167	34
	293	11		173	14
	296	29		196	11,380
	323	15		205	13
Emergency, including tugs	33	105		232	11
Repairs by manufacturers	98	12		248	54
	101	52		257	6
	112	3		265	6,000
	123	10		268	6,364
	125	6		269	125
	127	8		290	115
	144	9		301	2,400
	186	50		302	5,500
	193	35		318	1,920
	204	75		320	573
	207	5		321	4,796
	222	9		349	350
	223	84		440	980
	225	18		449	135
	251	20		459	252
	311	3		502	1,706
	326	15		505	20
	330	25		531	1,200
	348	30		533	306
Stamps	32	8		537	46
Expert services	160	285		541	375
Excess delivery on contract or requisition	245	29		582	2,136
Charges: Duty, salvage, demurrage, drayage	282	376		587	120
	307	1,464		598	44
Rental, dock barn	9	240		617	26
	64	45		618	29
Material rejected, later accepted	200	391			
League Island, Pa.:					
Articles sold only by manufacturers	22	25			
	101	140			
Spare parts	76	291			
	93	21			
	132	300			
Repairs by manufacturers	20	33			
	23	25			
	109	10			
Expert services	44	15			
	97	9			

Ordnance—Continued.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
Washington, D. C.—Continued.			Washington, D. C.—Continued.		
Articles sold only by manufacturers	645	\$197	Spare parts	1118	\$1,032
	669	54		1001	102
	676	106		1137	27
	681	104		1324	297
	687	147	Emergency	152	793
	699	3		264	115
	704	18		734	1
	736	80		1034	18
	742	240		1265	500
	748	67		1359	12
	758	33	Repairs by manufacturers.	39	38
	759	225		228	35
	811	90		346	9
	817	250		479	520
	821	82		740	13
	857	10		872	10
	867	350		1079	37
	890	10,800		1128	13
	903	840		1302	14
	923	11	Books and publications ...	583	2
	936	50	Expert services	42	11
	942	143		521	5
	970	540	Excess delivery on contract or requisition		
	974	24		307	51
	987	70		351	6
	989	54,650		441	3
	1036	105		512	113
	1043	136		673	39
	1047	350		674	160
	1052	372		735	40
	1058	45		776	11
	1061	432		795	15
	1082	36		807	454
	1124	14		819	77
	1129	54		1040	11
	1135	50		1071	64
	1152	48,262		1110	8
	1153	5,000		1143	23
	1171	350		1149	33
	1182	5,500		1164	33
	1196	15		1218	17
	1200	21		1228	16
	1203	24		1297	263
	1206	48,262		1326	57
	1217	120		1354	98
	1224	26	Material for experimental purposes	656	5
	1256	4,342	Car tickets	1250	5
	1275	53	Bureau: Articles sold only by manufacturers		
	1281	1,200		6	60
	1285	2,357		7	370
	1305	9,200		24	3,338
	1314	238		25	3,711
	1317	90,549		38	1,500
	1338	40		44	1,550
	1348	105		73	6,000
	1352	615		78	27,000
	1374	8		80	16,550
Spare parts	50	115		81	13,900
	57	304		84	1,100
	86	225		106	1,903
	129	16		107	10,500
	130	10		116	38
	219	31		122	75
	266	11		125	272
	480	75		128	1,800
	490	298		129	4,250
	501	105		136	2,846
	511	3		150	500
	515	26		155	675
	550	31		174	12,109
	739	110		195	424
	743	329		229	1,056
	850	58		283	816
	962	2		244	444
	1026	20		253	570
	1051	2		281	12,000
	1053	13	Smokeless powder	1	175,000
	1057	3		3	210,000

Ordnance—Continued.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
Bureau—Continued.			Bureau—Continued.		
Smokeless powder.....	4	\$210,000	Revolver belts.....	259	\$10,500
	66	140,000		264	192
	67	140,000	Emergency.....	53	40
	68	140,000		54	49
	182	122,500		55	415
	183	105,000		151	68
	184	70,000		154	42
	245	70,000		156	20
	260	70,000		161	33
Spare parts.....	10	53		198	25
	12	1,350		283	300
	15	188	Colt automatic guns.....	71	5,600
	32	100		147	728
	43	75	Special ordnance.....	72	6,567
	145	1,030		83	500
	168	173		102	7,328
	194	1,350		103	1,618
Repairs by manufacturers.	8	2,385		104	102
	126	5,414		110	923
	190	3,791		111	4,744
	191	3,155		118	133
	223	310		127	17,000
	228	72		142	38,677
	282	169		160	286
Telephones.....	9	48		167	2,000
Books and publications ...	16	562		197	1,186
	49	625		205	12,720
	114	563		210	265
	181	216		221	81,688
	204	5		236	242
Shell	33	597		238	250
	69	40,750		256	1,524
	133	62,500		262	3,900
	176	49,000		277	21,200
	177	24,900	Personal services.....	74	12
	252	44,000		82	8
	268	175,770		153	57
	269	39,000	Solvent recovery of alcohol	85	6,325
	270	29,050		86	3,955
Revolver belts.....	35	9,150		87	6,771
	37	13,250		88	2,851
	247	6,500			

Torpedo station, Newport, R. I.: Requisition—

- No. 154 covers 1 torpedo dynamometer.
 No. 345 covers repressing wet scrap gun cotton into blocks.

New York, N. Y.: Requisition—

- No. 56 covers installation of Eco Magneto watchman's clock system at naval powder depot, Lake Denmark, N. J.

- No. 71 covers 250 Hohmann & Maurer thermometers.
 No. 147 covers 200 Hohmann & Maurer thermometers.
 No. 148 covers 200 Hohmann & Maurer thermometers.
 No. 216 covers 320 Hohmann & Maurer thermometers.
 No. 307 covers duty and charges on 4 cases range finders.
 No. 333 covers 300 Hohmann & Maurer thermometers.

Washington, D. C.: Requisition—

- No. 14 covers blasting and silica sand and silica clay.
 No. 19 covers manganese bronze.
 No. 26 covers 2 Green's improved patent fuel economizers.
 No. 27 covers 1 duplex pump (to complete battery).
 No. 30 covers 1 Pratt & Whitney special machine for grinding ball bearings.
 No. 79 covers 2 Pratt & Whitney new model turret lathes.
 No. 112 covers 308 triple springs.
 No. 121 covers 5 Babcock & Wilcox water-tube steam boilers.
 No. 126 covers 3 Bement-Miles drilling machines.
 No. 133 covers 1 I. H. Johnson 56-inch engine lathe.
 No. 196 covers double and triple recoil springs.
 No. 265 covers Sanderson's special roller-path steel.
 No. 268 covers recoil and triple coil cylinder springs.
 No. 301 covers 4 electric motors.
 No. 302 covers 2 Pratt & Whitney star gauges.
 No. 318 covers 2 Hendey-Norton lathes.
 No. 321 covers 3 No. 4 Cincinnati milling machines.
 No. 502 covers Ajax furnace crucibles, bases, lips, etc.
 No. 531 covers 1 Bullard machine for spinning cartridge cases.
 No. 582 covers Sanderson's special roller-path steel.
 No. 890 covers Sanderson's special roller-path steel.
 No. 1118 covers various spare parts for submerged torpedo tube.

Washington, D. C.: Requisition—Continued.

- No. 989 covers 12,000 3 and 4 inch 50-caliber disks.
 No. 1152 covers 15,000 3-inch 50-caliber disks.
 No. 1153 covers 50,000 pounds "Bertha" zinc.
 No. 1182 covers 2 Pratt & Whitney star gauges.
 No. 1206 covers 15,000 3-inch 50-caliber disks.
 No. 1256 covers flexible copper tubing.
 No. 1281 covers Dixon crucibles.
 No. 1285 covers Ajax furnace crucibles, bases, lips and fire-brick tiles.
 No. 1305 covers Sanderson's special roller-path steel.
 No. 1317 covers 22,000 3-inch and 3,000 4-inch 50-caliber disks.

Bureau: Requisition—

- No. 8 covers repairs to various Whitehead torpedoes.
 No. 12 covers torpedo flash and after head for Whitehead torpedo.
 No. 24 covers 6 3-inch navy field guns.
 No. 25 covers 3 Hotchkiss heavy guns and accessories.
 No. 38 covers laboratory supplies for testing pyro and powder.
 No. 44 covers 2 1-pounder Hotchkiss guns and ammunition.
 No. 73 covers electric air compressor.
 No. 78 covers 6 electric air compressors for torpedoes, Mark III.
 No. 80 covers 1,000 8-inch powder tanks.
 No. 81 covers 1,000 6-inch powder tanks.
 No. 84 covers 1 set range instruments.
 No. 102 covers tools and spare parts for 30 5-inch mounts.
 No. 103 covers changes in banding of shell.
 No. 106 covers 7 Westinghouse air compressors and parts.
 No. 107 covers 1 Mark VII and 1 Mark III air compressors.
 No. 111 covers 4 8-inch gun yokes.
 No. 126 covers repairs to various Whitehead torpedoes.
 No. 127 covers 1 8-inch nickel steel breech-loading rifled cannon.
 No. 128 covers 50 Mark IX telescopes.
 No. 129 covers 200 bore sight telescopes, Mark VIII.
 No. 135 covers 4 steel forgings.
 No. 30 covers 30 Barr & Stroud range finders.
 No. 145 covers 5 sets boxes for electrical spare parts.
 No. 167 covers 1 variable speed gear for 12-inch elevating equipment.
 No. 174 covers armor plate and bolts.
 No. 190 covers additional work on 42 Whitehead torpedoes.
 No. 191 covers repairs on 14 Whitehead torpedoes.
 No. 194 covers air flask for Whitehead torpedo.
 No. 197 covers 1 yoke with locking pin.
 No. 205 covers range transmitter, etc.
 No. 221 covers 1,250 gun-sight telescopes.
 No. 229 covers 660 cartridge belts.
 No. 256 covers 4 gun-elevating equipments for 12-inch turrets.
 No. 262 covers gyro gears.
 No. 277 covers 80 subtarget gun machines.
 No. 281 covers gasoline launch Nahma.

Total ordnance, 401 requisitions, amount \$2,840,594.

Steam engineering.

Location and item.	Num-ber of requisition.	Amount.	Location and item.	Num-ber of requisition.	Amount.
Portsmouth:			Boston—Continued.		
Spare parts	27	\$75. 00	Ward boilers and parts	9	\$2,427. 00
	67	198. 00		13	1,468. 00
	68	400. 00		22	2,876. 00
Emergency, including tugs	117	25. 00		52	1,407. 00
Ward boilers and parts	84	2,600. 00		58	1,192. 00
	51	1,550. 00		77	1,949. 00
	52	3,000. 00		107	144. 00
	64	1,050. 00		128	2,251. 00
	69	1,050. 00		145	625. 00
	73	3,000. 00		32	5. 00
Boston:			Car tickets		
Articles sold only by man- ufacturers	6	250. 00	Training and torpedo station, Newport:		
	83	125. 00	Articles sold only by man- ufacturers	44	15. 00
Spare parts	127	22. 00	Spare parts	14	10. 00
	151	110. 00		20A	72. 00
	152	110. 00	Repairs by manufacturers.	19	16. 00
	153	22. 00	Department's special au- thorization	23	360. 00
Emergency, including tugs	36	575. 00	Ward boilers and parts	40	1,630. 00
	47	40. 00	New York:		
	59	70. 00	Spare parts	364	175. 00
	66	100. 00	Emergency, including tugs	185	153. 00
	104	12. 00	Repairs by manufacturers.	104	6. 00
	118	380. 00	Expert services	347	8. 00
Material on new ships, coal, oil, etc.	143	27. 00	Ward boilers and parts	88	1,189. 00
	175	368. 00		181	1,471. 00
Repairs by manufacturers.	34	35. 00		295	1,496. 00
	135	15. 00		320	1,569. 00
Drayage	56	2. 00		418	3,060. 00

Steam engineering—Continued.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
League Island:			Puget Sound—Continued.		
Emergency, including tugs	171	\$50.00	Ward boilers and parts....	47	\$1,500.00
Expert services.....	64	385.00		101A	397.00
Excess delivery on contract or requisition.....	125	98.00		102	1,500.00
Ward boilers and parts....	103	1,464.00	Inspector, Hartford, Conn.:		
	104	2,720.00	Repairs by manufacturers.	109	10.00
	105	2,928.00	Rental post-office box, telephone.....	116	1.50
	106	2,928.00		104	65.00
	107	1,078.00	Inspector, Neafie & Levy Co., Philadelphia:		
	137	1,464.00	Expert service.....	39	17.00
Books and publications...	137	3.50	Inspector, American Steel Foundries, Chester, Pa.:		
Norfolk:			Repairs by manufacturers.	25	19.00
Articles sold only by manufacturers.....	35	120.00		32	15.00
	81	18.00	Laundry, car tickets.....	26	10.00
	182	100.00		30	10.00
	226	2,050.00	Inspector, Boston:		
	306	32.00	Laundry, car tickets.....	17	25.00
Spare parts.....	15	525.00	Inspector, Brooklyn:		
	80	225.00	Repairs by manufacturers.	4	15.00
	135	250.00	Laundry, car tickets.....	81	8.45
	181	5.00		12	4.00
	253	26.00	Inspector, Newport News:		
	257	368.00	Books and publications...	9	4.00
	261	65.00	Rental post-office box, telephone.....	6	72.00
	262	12.00	Inspector, Camden, N. J.:		
Emergency, including tugs	186	4.00	Repairs by manufacturers.	9	9.45
	259	110.00	Inspector, Morris Heights, N. Y.:		
Material on new ships, coal, oil, etc.....	76	441.00	Expert service.....	8	22.00
	335	452.00	Inspector, Barberton, Ohio:		
	355	169.00	Freight, express, drayage.	3	1.68
Excess delivery on contract or requisition.....	270	52.00	Bureau:		
Ward boilers and parts....	134	1,228.00	Articles sold only by manufacturers.....	1	8,500.00
	141	1,198.00		2	8,500.00
	154	1,537.00		12	3,200.00
	17	525.00		13	1,250.00
	20	1,315.00		21	61,200.00
	90	1,429.00		28	560.00
	124	1,370.00		29	4,000.00
	150	950.00		32	350.00
	154	1,429.00		49	5,850.00
	156	1,260.00		50	3,500.00
	190	1,438.00		54	400.00
	198A	1,085.00		69	2,430.00
	197A	1,429.00		76	15.00
	204A	1,370.00		96	100.00
	242	1,385.00		111	475.00
	302	1,160.00	Spare parts.....	20	160.00
	332	885.00		24	225.00
Mare Island:				47	493.00
Spare parts.....	75	644.00		51	250.00
Emergency, including tugs	82	78.00		62	55.00
Drayage.....	119	54.00		72	381.00
Ward boilers and parts....	7	1,675.00		98	50.00
	10	951.00		108	834.00
	141	200.00		110	1,302.00
	15	951.00		125	760.00
	154	2,918.00		126	2,550.00
	36	83.00	Emergency, including tugs	63	564.00
	47	3,135.00	Stamps.....	67	40.00
	50	951.00	Ward boilers and parts....	27	559.00
	55	1,503.00		79	850.00
	95	1,021.00		82	1,100.00
	79	3,373.00		91	3,000.00
Charleston:			Books and publications...	65	62.00
Emergency, including tugs	3	113.00			
Puget Sound:					
Emergency, including tugs	12	247.00			
Ward boilers and parts....	91	1,305.00			

Norfolk: Requisition No. 226 covers Mosher water-tube boiler.

Bureau: Requisition—

No. 1 covers gasoline propelling engine and tubular water heater, manufactured by Standard Motor Construction Company, Jersey City.

No. 2 covers same as No. 1.

No. 12 covers bending-machine tools for torpedo-boat boilers, manufactured by Union Iron Works, San Francisco.

No. 13 covers "Nott" marine water-tube boiler.

No. 21 covers four Thornycroft boilers, manufactured by Union Iron Works.

No. 29 covers Allen dense-air ice machine.

No. 49 covers two Allen dense-air ice machines.

No. 50 covers bending-machine tools (Thornycroft).

No. 69 covers Crosby steam-engine indicators.

No. 110 covers two propeller-shaft forgings, Midvale Steel Company.

No. 126 covers spare parts for Niclausse boilers.

Total steam engineering, 168 requisitions, amount, \$216,389.

Equipment.

Location and Item.	Number of requisition.	Amount.	Location and Item.	Number of requisition.	Amount.
Portsmouth:			New York—Continued.		
Spare parts	3	\$66.00	Spare parts	245	\$1.00
	20	39.00		255	4.00
	27	17.00		332	147.00
Emergency, including tugs	15	168.00		341	790.00
	43	300.00		429	165.00
	61	3.00		530	829.00
Repairs by manufacturers.	55	47.00		595	35.00
Expert services	29	78.00		767	15.00
	39	1.50		834	7.00
Coal and water	49	100.00		902	6.00
	65	10.00		907	122.00
	66	97.00		995	3.00
	78	5.00		1009	6.00
	79	88.00		1065	7.00
	85	8.00		1130	330.00
Boston:				1158	67.00
Spare parts	45	76.00	Emergency, including tugs	112	41.00
	108	45.00		113	4.00
	147	230.00		133	12.00
	151	11.00		322	33.00
	162	4.00		473	213.00
Emergency, including tugs	99	20.00		579	14.00
Material on new ships	168	241.00		578	14.00
	197	504.00		624	227.00
Repairs by manufacturers.	94	125.00		625	108.00
	98	200.00		685	170.00
	104	13.00		717	30.00
	174	53.00		1203	16.53
Drayage, express, freight, duty	123	5.00		1274	70.00
	129	4.00	Repairs by manufacturers.	161	82.00
Expert services	132	25.00		225	37.00
Coal and water	58	3.00		277	12.00
	206	12.00		375	33.00
	217	11.00		611	60.00
New York:				1058	52.00
Articles sold only by manufacturers	20	30.00		1192	15.00
	41	1,000.00	Stamps	145	48.00
	43	135.00		1094	52.00
	64	225.00	Drayage, express, freight, duty	474	350.00
	119	7,700.00		967	6.00
	137	140.00		968	39.00
	157	171.00		1080	4.00
	190	6.00		1275	83.00
	257	450.00	Books and publications ...	151	9.00
	405	48.00		536	137.00
	436	240.00		542	1,903.00
	614	42.00		1146	2.00
	710	400.00	Telephones and post-office box	175	469.00
	711	160.00	Car tickets	13	55.00
	729	75.00		661	57.00
	736	14.00	Training and torpedo stations, Newport:		
	844	65.00	Emergency, including tugs	53	55.00
	1024	100.00		54	10.00
	1026	275.00	Repairs by manufacturers.	19	27.00
Spare parts	120	15.00		48	35.00
	136	8.00			
	138	5,860.00	League Island:		
	144	15.00	Articles sold only by manufacturers	13	7.00
	185	51.00			

Equipment—Continued.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
League Island—Continued.			Mare Island—Continued.		
Articles sold only by manufacturers	122	\$29.00	Expert services	115	\$322.00
Spare parts	131	3.00		123	122.00
Emergency, including tugs	169	109.00		146	143.00
	50	96.00		159	125.00
	139	25.00		169	68.00
	183	100.00		176	48.00
Repairs by manufacturers	157	115.00		179	80.00
	162	9.00	Coal and water	148	5.00
	167	11.00		149	62.00
Drayage, express, freight, duty	168	1.00	Puget Sound:		
Expert services	108	175.00	Articles sold only by manufacturers	78	337.00
Coal and water	82	3,808.00	Emergency, including tugs	62	30.00
Washington:			Repairs by manufacturers	64	9.00
Articles sold only by manufacturers	4	21.00		37	37.00
	31	69.00		35	18.00
	32	33.00	San Diego, Cal.:		
	33	110.00	Coal and water	1	4.50
	34	884.00	Frenchmans Bay:		
	37	53.00	Emergency, including tugs	154	18.00
	53	42.00		12	40.00
	64	160.00	Bradford, R. I.:		
Emergency, including tugs	36	2.00	Emergency, including tugs	21	7.00
	41	5.00	Repairs by manufacturers	46	102.00
	48	4.00	Newport News:		
	49	4.00	Repairs by manufacturers	9	18.00
	67	5.00		24	95.00
Repairs by manufacturers	43	21.00		3	14.00
	68	12.00	Camden, N. J.:		
Books and publications ...	50	10.00	Car tickets	5	10.00
Norfolk:			Bureau:		
Articles sold only by manufacturers	66	21.00	Articles sold only by manufacturers	1	6,450.00
	81	3.00		23	3,600.00
Spare parts	137	3.00		28	275.00
Emergency, including tugs	179A	1.00		35	3,945.00
	9	700.00		36	1,142.00
	135	19.00		37	1,997.00
	280	125.00		43	2,050.00
	309	19.00		46	3,250.00
Material on new ships	274	36.00		59	1,700.00
	275	175.00		61	515.00
Repairs by manufacturers	25	20.00		64	1,920.00
	93	32.00		79	348.00
	94	24.00		83	100.00
	122	19.00		120	260.00
	175	63.00		147	48.00
	176	51.00		150	3,996.00
	204	20.00		151	14,772.00
	241	20.00		158	30.00
	286	12.00		163	18,750.00
	294	15.00		172	460.00
Drayage, express, freight, duty	794	8.00		183	810.00
	825	3.00		189	132.00
Expert services	69	47.00		192	600.00
	70	28.00		193	450.00
Books and publications ...	214	48.00		196	4,600.00
Coal and water	75	1,029.00		201	496.00
	80	7.00		203	3,500.00
Salvage	177	11.00		205	3,500.00
Charleston:				215	16,400.00
Spare parts	74	20.00		217	900.00
Emergency, including tugs	26	10.00		219	3,500.00
Drayage, express, freight, duty	1	15.00		236	897.00
Expert services	10	25.00		242	501.00
	19	8.00		243	1,444.00
Telephones and post-office box	70	23.00		247	110.00
Mare Island:				248	16,930.00
Articles sold only by manufacturers	125	1.00		260	11,860.00
Repairs by manufacturers	34	37.00		261	11,869.00
	69	37.00		262	2,800.00
Expert services	20	154.00		279	3,500.00
	49	183.00		284	4,000.00
	91	96.00		310	250.00
				314	700.00
				321	405.00
				324	815.00
				325	520.00
			Spare parts	188	1,389.00
				113	42.00

Equipment—Continued.

Location and item.	Num- ber of requisi- tion.	Amount.	Location and item.	Num- ber of requisi- tion.	Amount.
Bureau—Continued.			Bureau—Continued.		
Spare parts.....	218	\$18.00	Transportation of coal	285	\$1,620.00
	223	84.00		291	2,400.00
	228	15.00		296	720.00
	246	11,804.00		309	4,810.00
	287	16,012.00		316	8,000.00
	288	16,012.00		317	2,080.00
Emergency, including tugs	24	1,146.00		320	27,600.00
	31	6.00	Expert services.....	133	85.00
	68	291.00	Books and publications ...	12	30.00
	74	955.00		84	67.00
	78	153.00		91	97.00
	98	40.00		104	1,447.00
	110	1,948.00		108	61.00
	132	1.00		113	3.00
	143	12.00	Coal and water.....	2	31,000.00
	155	30.00		3	38,100.00
	159	203.00		4	27,000.00
	167	15.00		5	50,800.00
	174	42.00		6	25,400.00
	185	50.00		7	50,800.00
	204	3,715.00		9	127,000.00
	212	348.00		10	62,000.00
	270	12.00		14	214,200.00
Transportation of coal	11	32,500.00		15	134,800.00
	16	11,000.00		17	12,500.00
	20	40,000.00		18	74,000.00
	21	14,300.00		19	30,000.00
	32	24,800.00		33	18,525.00
	41	24,750.00		34	3,395.00
	49	1,650.00		38	22,750.00
	51	1,690.00		54	7,680.00
	52	1,210.00		64	68,000.00
	56	3,250.00		71	5,120.00
	67	25,200.00		81	50,800.00
	72	2,100.00		87	25,400.00
	73	3,844.00		88	50,800.00
	77	3,968.00		89	12,500.00
	90	2,775.00		96	8,375.00
	102	3,875.00		100	127,000.00
	112	30,000.00		129	52,800.00
	114	22,400.00		145	9,165.00
	122	30,000.00		153	27,000.00
	126	18,000.00		165	13,200.00
	130	3,968.00		166	60.00
	146	4,680.00		177	56,800.00
	148	3,978.00		178	13,950.00
	152	5,600.00		187	62,000.00
	154	1,680.00		198	27,900.00
	156	2,240.00		200	27,900.00
	157	3,625.00		222	32,500.00
	162	2,310.00		230	52,000.00
	168	2,755.00		231	26,400.00
	170	18,000.00		232	26,400.00
	175	1,440.00		233	52,800.00
	176	4,455.00		253	52,800.00
	179	3,105.00		254	26,400.00
	182	5,425.00		255	26,400.00
	184	2,520.00		282	53,800.00
	190	5,550.00		295	3,120.00
	202	11,100.00		308	14,250.00
	208	2,610.00		313	5,380.00
	209	4,810.00		315	13,250.00
	214	5,720.00		318	13,450.00
	221	10,450.00	Material for experimental purposes.....	70	6.00
	229	3,080.00		121	5.00
	252	1,890.00		299	21.00
	258	2,600.00		300	21.00
	259	2,625.00		301	21.00
	263	3,200.00		303	21.00
	280	1,875.00		304	21.00
	281	2,080.00			

New York: Requisition—

- No. 41 covers batteries.
- No. 119 covers storage batteries of submarines.
- No. 138 covers spare parts for Telefunken Wireless Telegraph System.
- No. 542 covers 50 sets of books on electricity.
- No. 1253 covers motors.

League Island: Requisition—No. 82 covers coal for U. S. S. Pennsylvania.**Norfolk: Requisition—No. 75 covers coal for U. S. S. Charleston.****Bureau: Requisition—**

- No. 1 covers 3 Fiske 4-arm semaphores.
- Nos. 11, 16, and 20 covers transportation of coal, Newport News to Manila.
- No. 21 covers transportation of coal, Newport News to Honolulu.
- No. 23 covers 2 De Mayo coaling machines.
- No. 24 covers 24 anchors.
- No. 32 covers transportation of coal, Newport News to Manila.
- No. 35 covers 1 Hornsby-Akroyd oil engine.
- No. 36 covers 1 Hornsby-Akroyd alternator.
- No. 37 covers Admiralty charts, British.
- No. 41 covers transportation of coal, Newport News to Honolulu.
- No. 43 covers Azimuth circles and compasses.
- No. 46 covers 100 navy liquid boat compasses.
- No. 49 covers transportation of coal, Lamberts Point to New York.
- No. 51 covers transportation of coal, Lamberts Point to Boston.
- No. 52 covers transportation of coal, Lamberts Point to New York.
- No. 56 covers transportation of coal, Lamberts Point to Key West.
- No. 59 covers receiving sets, wireless telegraphy.
- No. 64 covers telephone material.
- No. 67 covers transportation of coal, Philadelphia to Cavite and Honolulu.
- No. 72 covers transportation of coal, Lamberts Point to New London.
- No. 73 covers transportation of coal, Newport News to Dry Tortugas.
- No. 77 covers transportation of coal, Baltimore to Key West.
- No. 90 covers transportation of coal, Philadelphia to Boston.
- No. 102 covers transportation of coal, Baltimore to Port Royal.
- No. 104 covers British admiralty charts.
- No. 110 covers generating sets.
- No. 112 covers transportation of coal from United States to Philippines.
- No. 114 covers transportation of coal from Philadelphia to Philippines.
- Nos. 122, 126 cover transportation of coal from United States to Philippines.
- No. 130 covers transportation of coal from Lamberts Point, Va., to Key West.
- Nos. 146, 148 cover transportation of coal, Lamberts Point to Guantanamo.
- No. 150 covers 9 Dunn housing anchors.
- No. 151 covers Balld anchors.
- No. 152 covers transportation of coal to Narragansett Bay.
- No. 154 covers transportation of coal, Lamberts Point to New York.
- No. 156 covers transportation of coal, Baltimore to Pensacola.
- No. 157 covers transportation of coal, Lamberts Point to Pensacola.
- No. 162 covers transportation of coal, Lamberts Point to Narragansett Bay.
- No. 163 covers 25 charts on copper (various), Ordnance.
- No. 168 covers transportation of coal, Newport News to Boston.
- No. 170 covers transportation of coal, Baltimore to Philippines.
- No. 175 covers transportation of coal, Baltimore to Boston.
- Nos. 176, 179 cover transportation of coal, Lamberts Point to Guantanamo.
- No. 182 covers transportation of coal, Baltimore to Guantanamo.
- No. 184 covers transportation of coal, Baltimore to Portsmouth, N. H.
- No. 188 covers spare parts for Sturtevant generating sets.
- No. 190 covers transportation of coal, Baltimore to Guantanamo or Culebra.
- No. 196 covers compasses and Azimuth circles.
- No. 202 covers transportation of coal, Norfolk to Guantanamo or Culebra.
- No. 203 covers wireless telegraph outfit for Portsmouth, N. H.
- No. 204 covers khaki canvas.
- No. 205 covers wireless telegraph outfit for Boston.
- No. 208 covers transportation of coal, Lamberts Point to Culebra.
- No. 209 covers transportation of coal, Norfolk to Guantanamo, Culebra, or San Juan.
- No. 214 covers transportation of coal, Newport News to Culebra.
- No. 215 covers storage battery, U. S. S. Adder.
- No. 219 covers wireless telegraph outfit, U. S. S. Minnesota.
- No. 221 covers transportation of coal, Newport News to Guantanamo or Culebra.
- No. 229 covers transportation of coal, Baltimore to Boston.
- No. 243 covers 12 Enterprise meat and food choppers, No. 822.
- No. 246 covers storage battery parts.
- No. 248 covers storage battery for Moccasin.
- No. 252 covers transportation of coal, Baltimore to Portsmouth, N. H.
- No. 258 covers transportation of coal, Lamberts Point to Boston.
- No. 259 covers transportation of coal, Lamberts Point to Portsmouth, N. H.
- Nos. 260, 261 cover storage battery parts.
- No. 262 covers storage batteries.
- No. 263 covers transportation of coal to Boston.
- No. 279 covers wireless telegraph outfit, U. S. N. C. Lebanon.
- No. 280 covers transportation of coal, Lamberts Point to Boston.
- No. 281 covers transportation of coal, Lamberts Point to Portsmouth, N. H.
- No. 284 covers wireless telegraph outfit, navy yard, Pensacola.
- No. 285 covers transportation of coal, Lamberts Point to New York.
- Nos. 287, 288 cover storage battery parts.
- No. 291 covers transportation of coal, Baltimore to Boston.
- No. 309 covers transportation of coal from Lamberts Point, Va., to Frenchmans Bay.
- No. 316 covers transportation of coal, Lamberts Point to Boston.
- No. 317 covers transportation of coal, Newport News to Portsmouth, N. H.
- No. 320 covers transportation of coal, Baltimore to Philippines.

Total equipment, 392 requisitions; amount, \$2,683,530.

Yards and Docks.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
Portsmouth:			Washington—Continued.		
Spare parts	13	\$42	Emergency, including tugs	23	\$8,374
	15	27		50	1
	40	130		55	4
	138	30		57	13
	162	20		151	9
	175	90		194	175
	178	40		209	12
	181	8		210	63
Emergency, including tugs	11	12		228	21
	76	75		229	22
	245	4		230	13
Repairs by manufacturer..	104	30		243	13
	77	16		244	18
	117	10	Repairs by manufacturer..	201	19
Expert services	79	55	Expert services	40	16
	87	6		109	17
	142	2		117	9
Charges, freight, demur-				199	6
rage, express	239	1		212	23
Rental, telephones, post-				214	50
office box, fire hydrant..	6	4		218	27
Car tickets	4	25	Books and publications...	84	6
Department special au-			Charges, freight, demur-		
thorization	203	250	rage, express	144	443
New York:			Rental, telephones, post-		
Articles sold only by man-			office box, fire hydrant..	6	16
ufacturers	14	15		8	453
	62	12		251	201
	93	781	Delivery in excess of con-		
	146	35	tract or requisition	58	74
	275	54		129	58
	334	125	Car tickets	44	5
Spare parts	114	38		170	15
Emergency, including tugs	54	21	Norfolk:		
	58	11	Spare parts	30	5
	151	3	Repairs by manufacturer..	47	15
	204	51		64	16
	243	28		161	12
	267	228	Expert services	57	1,440
	280	49	Books and publications...	167	5
	283	9	Rental, telephones, post-		
	293	9	office box, fire hydrant..	37	225
Expert services	64	250		186	12
Rental, telephones, post-				187	30
office box, fire hydrant..	12	250	Car tickets	157	21
Car tickets	184	24	Mare Island:		
	216	5	Expert services	238	40
	219	25		272	2
Gas	6	65	Charleston:		
League Island:			Articles sold only by man-		
Articles sold only by man-			ufacturers	112	78
ufacturers	31	2,385	Spare parts	22	165
	318	37	Emergency, including tugs	58	15
Spare parts	321	5	Repairs by manufacturer..	38	2
	366	550	Expert services	108	10
	372	1	Rental, telephones, post-		
Repairs by manufacturer..	33	9	office box, fire hydrant..	77	25
	298	9	Port Royal:		
Expert services	86	95	Spare parts	38	3
	125	1	Expert services	40	2
	214	145	Rental, telephones, post-		
Rental, telephones, post-			office box, fire hydrant..	5	6
office box, fire hydrant..	17	32	Puget Sound:		
	18	80	Emergency, including tugs	84	150
	32	1,200		95	30
	308	54	Repairs by manufacturer..	126	5
	309	81	Expert services	71	12
Material rejected; later ac-			Material for testing pur-		
cepted at reduced price..	123	34	poses	56	17
Washington:				57	18
Articles sold only by man-			Special selection, trees...	104	3
ufacturers	169	63	Bureau:		
	226	195	Spare parts	5	75
Spare parts	122	11	Expert services	4	1,133
	202	1			
	242	142			

League Island: Requisition—

No. 31 covers telephone system (Bell) in Navy-Yard.

No. 32 covers maintenance, Bell telephones.

Washington: Requisition No. 23 covers water connection, navy-yard.

Norfolk: Requisition No. 57 covers treatment of piles with Atlantic concrete pile coating.

Bureau: Requisition No. 4 covers plans and specifications for four officers' quarters, naval station, New Orleans.

Total, Yards and Docks, 124 requisitions; amount, \$21,844.

Construction and Repair.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
Portsmouth:			New York—Continued.		
Spare parts	57	\$2,001	Articles sold only by manufacturers	589	\$350
Repairs by manufacturers.	97	15		787	7
	116	20		751	6
	117	45	Spare parts	58	50
Expert services	28	125		90	20
	132	2		98	74
	139	2		161	205
Boston:				239	165
Articles sold only by manufacturers	107	5		240	207
	146	8,664		241	207
	224	14		246	166
	236	4,162		323	9,578
	273	42		412	80
	320	12		646	10
Spare parts	58	90		717	1,638
	65	32		809	3,177
	73	4		889	10
	92	11		903	24
	105	80		926	25
	108	113		1017	34
	129	10	Emergency, including		
	204	9	tugs	590	35
	307	13	Repairs by manufacturers.	361	3
Emergency, including				307	12
tugs	27	20		503	400
	66	30		647	22
	71	10		791	26
	77	30		817	4
	91	30		836	28
	111	10		860	25
	133	10		890	23
	210	60		1002	30
	229	60		1090	18
	316	10		1105	17
	325	20	Expert services	115	6
	395	20		376	3
	422	60	Rental telephones, clocks.	14	24
Repairs by manufacturers.	15	377	Car tickets	1056	25
	19	25	League Island:		
	44	685	Articles sold only by manufacturers	96	2,515
	46	17		104	611
	136	8		180	1,650
	154	663		273	7
	157	25	Spare parts	76	53
	199	124		114	218
	206	391		269	160
	223	20		285	21
	241	75	Emergency, including		
	366	15	tugs	243	25
	376	33	Repairs by manufacturers.	33	10
	389	66		45	50
Charges freight, express, demurrage, drayage	36	12		125	21
Torpedo station, Newport:				257	11
Expert services	8	3,466	Expert services	12	585
	12	532		190	12
	15	100		278	2
Training station, Newport:				299	3
Spare parts	34	40		344	2
New York:			Rental telephones, clocks.	151	3
Articles sold only by manufacturers	32	1,950	Charges freight, express, demurrage, drayage	369	20
	61	50	Washington:		
	79	2,650	Articles sold only by manufacturers	50	265
	247	5		127	320
	258	40	Spare parts	18	25
	280	65		84	25
	540	40	Repairs by manufacturers.	40	6
	575	22			

Construction and Repair—Continued.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
Washington—Continued.			Superintending constructor,		
Repairs by manufacturers.	49	\$11	Fore River Shipbuilding		
	90	6	Co., Quincy, Mass.:		
	140	7	Articles sold only by man-	89	\$103
Mare Island:			ufacturers	83	870
Spare parts	207	90	Spare parts	84	1,200
Repairs by manufacturers.	165	15		85	870
Expert services	372	22		86	1,200
Superintending constructor,			Repairs by manufacturers.	80	13
Cramps' shipyard, Philadel-				87	46
phia:			Expert services	92	7
Articles sold only by man-	481	529	New York Shipbuilding Co.,		
ufacturers	514	1	Camden, N. J.:		
	515	250	Articles sold only by man-	69	352
	520	11	ufacturers	73	1
	523	49	Expert services		
	525	80	Moran Brothers Co., Seattle,		
	534	32	Wash.:		
	535	540	Articles sold only by man-	55	125
	542	540	ufacturers	59	3
	551	8	Expert services		
Spare parts	476	509	Boards on Hull Changes, Phil-		
Repairs by manufacturers.	474	13	adelphia, Pa.:		
Expert services	485	4	Telephones	164	18
	511½	1	Gas Engine and Power Co.,		
Rental telephones, clocks.	558	15	Morris Heights, N. Y.:		
Car tickets	507	20	Articles sold only by man-	11	9
Bradford, R. I.:			ufacturers	8	1,118
Repairs by manufacturers.	2	219	Spare parts	9	406
Norfolk:			Bath, Me.:		
Articles sold only by man-	75	26	Spare parts	88	40
ufacturers	205	1,743	Navy-Yard, Puget Sound:		
	206	6,978	Spare parts	49	550
	207	595		86	736
	828	63		87	1,072
	873	26		94	170
	377	60		104	27
Spare parts	48	37	Expert services	81	4
	58	791	Bureau:		
	59	846	Articles sold only by man-	31	14
	121	3,158	ufacturers	61	17
	127	2,692		64	67
	145	37		78	48
	222	344		96	13
	228	37		103	2
	248	723	Spare parts	48	10
	249	741	Repairs by manufacturers.	15	12
	310	192		29	21
	363	52		38	14
	368	35		73	10
	511	751		79	10
	512	741		86	10
Repairs by manufacturers.	461	15		98	5
Expert services	320	7		99	8
	335	5		105	13
	446	22	Expert services	69	4
Material rejected; later ac-				75	98
cepted	119	25	Stamps	66	18
Delivery in excess of con-			Car tickets	4	25
tract or requisition	352	55		5	13
Newport News, Va.:				16	25
Articles sold only by man-	636	450		21	15
ufacturers	656	5		34	25
Spare parts	623	30		39	25
Repairs by manufacturers.	643	3		52	15
Expert services	649	6		53	13
	650	2		63	25
Telephones	655½	50		77	25
	656½	96		85	25
Car tickets	651	25		89	25
Union Iron Works, San Fran-				90	15
cisco, Cal.:				97	12
Repairs by manufacturers.	226	23		107	25
Neale & Levy Co., Philadel-			Books and publications ...	8	35
phia, Pa.:				101	130
Repairs by manufacturers.	96	12			
Car tickets	98	5			

Portsmouth: Requisition No. 57 covers spare parts for U. S. S. Georgia.
 Boston: Requisition—
 No. 146 covers Show & Spiegle automatic steam towing machine for Glacier.
 No. 236 covers 28-foot steam launch for U. S. S. Yankton.
 Torpedo station, Newport: Requisition No. 8 covers repairs to U. S. T. B. Morris.
 New York: Requisition—
 No. 32 covers one set drawings by Electric Boat Co.
 No. 79 covers 32-foot gasoline launch for U. S. S. Mayflower.
 No. 323 covers spare parts for pneumatic hammers and drills.
 No. 717 covers two drums for No. 5 towing machine.
 No. 809 covers two drums for No. 5 towing machine.
 League Island: Requisition—
 No. 96 covers sheaves fitted with Wellman roller bushings.
 No. 180 covers one Williamson Bros. & Co.'s steering engine.
 Norfolk: Requisition—
 Nos. 121 and 127 cover various spare parts for U. S. S. Virginia.
 No. 205 covers Cuthrell's composition.
 No. 206 covers two No. 5 automatic steam towing machines.
 Superintending constructor, Fore River Shipbuilding Co., Quincy, Mass.: Requisition—
 No. 84 covers various spare parts for U. S. S. New Jersey.
 No. 86 covers various spare parts for U. S. S. Rhode Island.
 Gas Engine and Power Co., Morris Heights, N. Y., Requisition: No. 8 covers various spare parts for U. S. S. Paducah.
 Navy-Yard Puget Sound Requisition: No. 87 covers various spare parts for U. S. Nebraska.
 Total Construction and Repair, 246 requisitions; amount, \$84,914.

Secretary's office.

Location and item.	Num-ber of requisition.	Amount.	Location and item.	Num-ber of requisition.	Amount.
Naval Academy, Annapolis:			Secretary's office:		
Entertainment	24	\$700	Books and publications ...	2	\$260
	43	1,200	Instruction of officers	19	100
Express delivery on contract or requisition	41	26	Navy pay office, Washington:		
Articles sold only by manufacturers	44	175	Boat and car tickets.....	13	10
Navy-yard, New York:			Personal services.....	3	750
Boat and car tickets.....	11	70		7	10
	41	29	Special selection, furniture	5	18
	11	7	Stamps	13	5
	15	12	Bureau of construction and repairs:		
	181	65	Boat and car tickets.....	3	60
	28	5		41	100
	321	20		6	40
	34	29		61	60
	35	3		8	20
	351	55	Bureau of Navigation, personal services.....	9	3
Officers, light and fuel.....	4	5	Board of inspection and Survey, repairs by manufacturers.....	6	1
Emergency.....	31	8	Naval examining and retiring boards, personal services....	1	103
	341	40	General board:		
Navy pay office, New York:			Articles sold only by manufacturers	4	23
Services of telegraph and telephone.....	1	150	Repairs by manufacturers.	13	10
Repairs by manufacturers.	3	16	Books and publications ...	2	10
	16	8	Inspector of powder, east coast, Philadelphia:		
Navy-yard, Boston:			Boat and car tickets.....	1	80
Books and publications ...	9	6		31	50
Instruction of officers	10	112		51	100
	26	750		71	120
	27	2,000		81	20
	28	1,500	Inspector of ordnance, Cramps' ship yard, Philadelphia:		
	32	40	Boat and car tickets.....	21	60
Personal services.....	13	123		24	60
Navy pay office, Boston:				25	60
Services of telegraph and telephone.....	11	59	Inspector of engineering material, Midvale Steel Co., Philadelphia:		
Inspector of engineering material, Boston:			Boat and car tickets.....	21	30
Boat and car tickets.....	6	20		61	28
	8	20		8	50
	13	20		9	31
Officers, light and fuel.....	15	10	Inspector of powder, Midvale Steel Co.'s works, Nicetown, Pa., boat and car tickets....	5	100
Navy-yard, Norfolk, Va.:					
Boat and car tickets.	131	75			
	17	26			
Services of telegraph and telephone.....	11	36			
Books and publications ...	9	3			
Drayage	6	12			
Naval magazine, Norfolk:					
Boat and car tickets.....	41	50			

Secretary's office—Continued.

Location and item.	Number of requisition.	Amount.	Location and item.	Number of requisition.	Amount.
Navy-yard, League Island, Pa.: Boat and car tickets.....	7	\$10	Navy-Yard, Puget Sound, car tickets.....	4	\$15
Drayage	4	84	Inspector of engineering material, Hartford, Conn.: Car tickets	2	120
Inspector of engineering material, Harrisburg, Pa.: Car tickets	1	20	3	80	
1	20	3	80		
2	20	4	80		
3	20	4	80		
4	20	5	100		
5	20	6	80		
6	20	7	100		
7	20	8	80		
8	20	9	100		
9	20	10	80		
9	40	11	80		
Inspector of ordnance, Midvale Steel Co's. works, Nicetown, Pa.: Car tickets	1	145	12	100	
3	35	Inspector of ordnance, Hartford, Conn.: Car tickets	1	40	
4	10	2	20		
5	120	Inspector of ordnance, Bridgeport, Conn.: Car tickets	1	20	
7	40	2	19		
8	20	3	20		
Inspector of engineering material, Homestead Steel Works, Munhall, Pa.: Car tickets	99	30	4	40	
100	25	5	20		
102	25	6	20		
104	25	7	19		
Inspector of ordnance, Homestead Steel Works, Munhall, Pa.: Car tickets	99	25	7	40	
101	25	8	18		
103	15	9	19		
Inspector of engineering material, Bethlehem Steel Co., South Bethlehem, Pa., car tickets.....	1	20	10	20	
Inspector of engineering material, American Steel Foundries, Chester, Pa., car tickets.....	1	30	11	18	
Navy-Yard, Mare Island, emergency	25	4	Naval coal depot, Bradford, R. I., car tickets.....	2	20
Office Pacific Naval District, San Francisco, express and drayage	3	2	Inspector of ordnance, New York Shipbuilding Co., Camden, N. J.: Car tickets	1	25
Navy-Yard, Pensacola, books and publications	8	8	1	20	
Navy-Yard, Portsmouth, N. H.: Express and drayage.....	4	15	Superintending constructor, Fore River Shipbuilding Co., Quincy, Mass.: Car tickets	1	70
Navy pay office, Portsmouth, N. H.: Rental of telephones and post-office box.....	1	4	3	60	
6	8	Subinspector of ordnance Platt Iron Works, Dayton, Ohio, car tickets.....	35	180	
Naval Station, New Orleans: Entertainment	5	56	Navy-Yard, Charleston, S. C.: Personal services.....	6	8
6	9	Inspector of engineering material, Shelby, Ohio: Car tickets	4	20	
		1	30		
		2	30		
		3	30		
		4	30		
		5	30		
		6	30		
		7	30		
		8	30		
		9	30		

Naval Academy: Requisition No. 43 covers entertainment 1,000 people, April 24, 1906.
Total, Secretary's Office, 152 requisitions; amount, \$13,096.

PROPOSALS, CONTRACTS, ETC.

Proposals for the construction of battle ships Nos. 26 and 27, "South Carolina" and "Michigan," of 16,000 tons trial displacement.

Name and address of bidder.	Class 1. Department's plans.	Class 2. Bidder's plans.
New York Shipbuilding Co., Camden, N. J.....	a b \$3,585,000	c \$3,900,000
Newport News Shipbuilding and Dry Dock Co., Newport News, Va	d 3,673,000	e 3,850,000
		d 3,813,000
		e 3,963,000
		f 3,753,000
		f 3,713,000
Fore River Shipbuilding Co., Quincy, Mass		g 3,945,000
		g 3,820,000
		h 3,719,000
		g 3,780,000
		h 3,689,000
The Wm. Cramp & Sons Ship and Engine Building Co., Philadelphia, Pa.	a i 3,540,000	j 4,100,000
Union Iron Works, San Francisco, Cal.....	k 4,250,000	.....

a Contract awarded.	g 42 months. Twin Curtis marine turbines, 144 inches diameter.
b 40 months. Parson's turbine, 4 propellers.	h 42 months. Twin Curtis marine turbines, 120 inches diameter.
c 42 months. Parson's turbine, 3 propellers.	i 41 months.
d 42 months. Plans submitted.	j 42 months. Turbine, Parson's type.
e 42 months. Two 144-inch Curtis marine turbines.	k 42 months.
f 42 months. Two 120-inch Curtis marine turbines.	

Schedule of proposals for armor for battle ships Nos. 26 and 27, opened July 10, 1906.

BATTLE SHIP NO. 26.

Bidder.	A. 3,512 tons.		B. 5 tons.		C. 147 tons.		Bolts and nuts, 30 tons.	
	Price per ton.	Aggregate.	Price per ton.	Aggregate.	Price per ton.	Aggregate.	Price per ton.	Aggregate.
Carnegie Steel Co.....	\$370	\$1,299,440	\$370	\$1,850	\$370	\$54,390	\$370	\$11,100
Bethlehem Steel Co.....	381	1,338,072	381	1,905	381	56,007	360	10,800
Midvale Steel Co.....	346	1,215,152	345	1,725	344	50,568	343	10,290

BATTLE SHIP NO. 27.

Carnegie Steel Co.....	\$370	\$1,299,440	\$370	\$1,850	\$370	\$54,390	\$370	\$11,100
Bethlehem Steel Co.....	381	1,338,072	381	1,905	381	56,007	360	10,800
Midvale Steel Co.....	346	1,215,152	345	1,725	344	50,568	343	10,290

DELIVERIES.

Bidder.	Commence.	Thereafter.
Carnegie Steel Co.....	6 months	600 tons per month.
Bethlehem Steel Co.....	5½ months	Do.
Midvale Steel Co.....	5 months	Do.

Aggregate bids for battle ships Nos. 26 and 27.

Bidder.	Armor.	Bolts and nuts.	Total.
Carnegie Steel Co.....	\$2,711,360	\$22,200	\$2,733,560
Bethlehem Steel Co.....	2,791,968	21,600	2,813,568
Midvale Steel Co.....	2,534,890	20,580	2,555,470

Contracts for armor for battle ships Nos. 26 and 27 were awarded as follows:

To the Midvale Steel Company, for battle ship No. 27:

- (a) 3,514 tons, more or less, of Class A armor, at \$346 a ton;
- (b) 5 tons, more or less, of Class B armor, at \$345 a ton;
- (c) 141 tons, more or less, of Class C armor, at \$344 a ton;
- (d) 30 tons, more or less, Class D, bolts and nuts, at \$343 a ton.

To the Bethlehem Steel Company, for battle ship No. 26:

- (a) 1,691 tons, more or less, of Class A armor, at \$346 a ton;
- (b) 5 tons, more or less, of Class B armor, at \$345 a ton;
- (c) 98 tons, more or less, of Class C armor, at \$344 a ton;
- (d) 30 tons, more or less, Class D, bolts and nuts, at \$343 a ton.

To the Carnegie Steel Company, for battle ship No. 26:

- (a) 1,823 tons, more or less, of Class A armor, at \$346 a ton;
- (c) 42 tons, more or less, of Class C armor, at \$344 a ton.

PROPOSALS, CONTRACTS, ETC.

Statement of proposals for furnishing ice and purchase of waste paper and for the washing of the towels of the Navy Department and its bureaus and offices during the fiscal year ending June 30, 1907, received under the Department's advertisement of March 3, 1906.

ICE.

Name and address of bidder.	Price per 100 pounds.
American Ice Co., Washington, D. C.:	
Natural ice.....	a \$0.25
Manufactured ice	a .20

WASTE PAPER.

Frederick C. Butt & Co., Washington, D. C.....	a \$0.28
Lewis Hopfenmaier, Washington, D. C.....	.15
Cook, Bernheimer & Co., Washington, D. C.....	.26

WASHING TOWELS.

Name and address of bidder.	Price per 100.
James S. Cotton, Washington, D. C.....	a \$0.60
Harvard Laundry Co., Washington, D. C.....	1.50
Frazee-Potomac Laundry Co., Washington, D. C.....	1.20

a Contract awarded.

Schedule of bids and statement of contracts awarded and entered into for furnishing stationery and miscellaneous supplies for the Navy Department and its bureaus and offices during the fiscal year ending June 30, 1907.

Bidder No.	Name and address.
1	R. P. Andrews Paper Co., Washington, D. C.
2	R. Carter Ballantyne, Washington, D. C.
3	Fred. A. Schmidt, Washington, D. C.
4	Densmore Typewriter Co., New York, N. Y.
5	George F. Muth & Co., Washington, D. C.
6	Underwood Typewriter Co., New York, N. Y.
7	W. L. Swayze, Washington, D. C.
8	Shoemaker & Busch, Philadelphia, Pa.
9	R. P. Clarke Co., Washington, D. C.
10	Typewriter and Office Supply Co., Washington, D. C.
11	F. Sharp & Sons, Washington, D. C.
12	The Law Reporter Co., Washington, D. C.
13	Queen & Co., Philadelphia, Pa.
14	S. T. Smith Co., New York.
15	The American News Co., New York.
16	H. M. Storms Co., New York.
17	John A. Dushane & Co., Baltimore, Md.
18	Ault & Wiborg Co., Cincinnati, Ohio.
19	J. H. Weil, Philadelphia, Pa.
20	Parsons Bros., New York.
21	Keystone Blue Paper Co., Philadelphia, Pa.
22	John Underwood & Co., New York.
23	American Lead Pencil Co., New York.
24	Remington Typewriter Co., Washington, D. C.

Schedule of bids and statement of contracts awarded and entered into for furnishing stationery and miscellaneous supplies for the Navy Department, etc.—Continued.

Bidder No.	Name and address.
25	B. F. Goodrich Co., New York.
26	Smith Premier Typewriter Co., Syracuse, N. Y.
27	Arkay Rubber Co., New York.
28	D. Frank Parker Co., Washington, D. C.
29	Carter & Rlee Co. Corporation, Boston, Mass.
30	Diamond Ink Co., Milwaukee, Wis.
31	Valley Paper Co., Holyoke, Mass.
32	Z. D. Gillman, Washington, D. C.
33	Reading Paper Mills, Reading, Pa.
34	R. H. Macy & Co., New York.
35	Dobler & Mudge, Baltimore, Md.
36	Technical Supply Co., Scranton, Pa.
37	W. McC. Wilson, Washington, D. C.
38	District of Columbia Paper Manufacturing Co., Washington, D. C.
39	Hugh Reilly, Washington, D. C.
40	Rogers Manifold and Carbon Paper Co., New York.
41	James B. Lambie Co., Washington, D. C.
42	George W. Millar & Co., New York.
43	Rudolph & West Co., Washington, D. C.
44	H. C. Davison & Co., New York.
45	Woodward & Lothrop, Washington, D. C.
46	Baker Ink Co., St. Louis, Mo.
47	J. C. Ergood & Co., Washington, D. C.
48	Lansburgh & Bro., Washington, D. C.
49	Armour & Co., Chicago, Ill.
50	Robert H. Van Schaack, Chicago, Ill.
51	James Elliott & Co., New York.
52	John Wanamaker, Philadelphia, Pa.
53	Lamb & Tilden, Washington, D. C.
54	J. Baumgarten & Sons, Washington, D. C.
55	Martin Wiegand, Washington, D. C.
56	Samuel C. Raub, Washington, D. C.
57	Thos. W. Smith, Washington, D. C.
58	Charles Hellmuth, New York.
59	William G. Stevenson, Philadelphia, Pa.
60	William A. Nicholas Co., Philadelphia, Pa.

Item 1.—Bidder 2, *\$3.78; 1, \$3.84, \$3.95, and \$4.76; 17, \$3.92 and \$5.04; 29, \$3.80; 31, \$3.98, \$4.18, \$4.48, \$4.75, and \$4.75.

Item 2.—Bidder 2, *\$0.95; 1, \$0.90, \$0.99, and \$1.19; 17, \$1.04 and \$1.26; 29, \$0.95; 31, \$0.96, \$1.03, \$1.10, \$1.18, and \$1.18.

Item 3.—Bidder 2, *\$1.25; 1, \$1.07, \$1.20, and \$1.47; 17, \$1.35 and \$1.56; 31, \$1.18, \$1.28, \$1.38, \$1.45, and \$1.45.

Item 4.—Bidder 1, *\$0.99, \$1.10, and \$1.36; 2, \$1.12; 17, \$1.44.

† *Item 5.*—Bidder 1, \$0.51, \$0.55, and \$0.59; 9, \$0.60 and \$0.80; 17, \$0.70; 24, \$0.97.

† *Item 6.*—Bidder 1, \$0.49, \$0.59, and \$0.63; 9, \$0.75 and \$1.00; 17, \$0.82; 24, \$1.20.

† *Item 7.*—Bidder 1, \$0.52, \$0.67, and \$0.79; 2, \$0.95; 9, \$0.70 and \$1.05; 17, \$0.70; 24, \$1.10.

† *Item 8.*—Bidder 1, \$0.65, \$0.78, and \$0.97; 2, \$1.25; 9, \$0.85 and \$1.25, 17, \$0.85; 24, \$1.35.

† *Item 9.*—Bidder 1, \$0.49, \$0.70, and \$0.75; 2, \$0.35; 17, \$0.33; 24, \$0.97; 26, \$0.58.

† *Item 10.*—Bidder 1, \$0.58, \$0.60, and \$0.85; 2, \$0.40; 17, \$0.43; 24, \$1.20; 26, \$0.58.

Item 11.—Bidder 17, *\$3.20; 1, \$2.24, \$2.65, and \$3.50; 2, \$3.45; 9, \$2.80 and \$3.28.

Item 12.—Bidder 17, *\$0.80; 1, \$0.59, \$0.69, and \$0.88; 2, \$1.00; 9, \$0.75, and \$0.85.

Item 13.—Bidder 17, *\$0.90; 1, \$0.50, \$0.87, and \$1.07; 2, \$0.90; 29, \$0.95.

Item 14.—Bidder 17, *\$0.03.

Item 15.—Bidder 17, *\$3.60.

Item 16.—Bidder 17, *\$1.22; 2, \$3.00.

Item 17.—Bidder 2, *\$0.30; 1, \$0.67, \$0.80, and \$1.08; 17, \$0.45.

Item 18.—Bidder 2, *\$0.45; 1, \$0.77, \$0.82, and \$1.50; 17, \$0.55.

Item 19.—Bidder 2; *\$0.66, \$0.75, \$0.90, and \$0.95; 1, \$0.67, \$0.76, and \$0.95; 8, \$0.69.

Item 20.—Bidder 1, *\$0.63, \$0.54, and \$0.70; 2, \$0.95; 17, \$0.80.

† *Item 21.*—Bidder 1, \$0.49, \$0.58, and \$1.95; 2, \$0.75; 9, \$0.75 and \$1.00, 17, \$0.70.

† *Item 22.*—Bidder 1, \$0.65, \$0.66, and \$2.25; 2, \$0.95; 9, \$0.95 and \$1.20; 17, \$0.85.

Item 23.—Bidder 17, *\$0.55; 1, \$0.43, \$0.72, and \$1.08; 2, \$0.35; 29, \$0.56.

Item 24.—Bidder 17, *\$0.70; 1, 0.63 and \$1.41, 2, \$0.40.

* Contract awarded.

† No award.

- Item 25.*—Bidder 1, *\$2.50.
Item 26.—Bidder 1, *\$2.50.
Item 27.—Bidder 1, *\$2.00.
Item 28.—Bidder 1, *\$2.00.
Item 29.—Bidder 1, *\$1.39 and \$1.74; 2, \$1.39; 17, \$2.92.
Item 30.—Bidder 17, *\$0.98.
Item 31.—Bidder 17, *\$1.95.
Item 32.—Bidder 1, *\$0.08, \$0.11 and \$0.12; 2, \$0.08; 15, \$0.08½; 20, \$0.08½ and \$0.09.
Item 33.—Bidder 1, *\$0.14, \$0.19, and \$0.20, 2, \$0.14½, and \$0.17; 15, \$0.15; 20, \$0.17½ and \$0.18½.
Item 34.—Bidder 1, *\$0.29, \$0.37, and \$0.38; 2, \$0.28 and \$0.32; 15, \$0.30; 20, \$0.35 and \$0.37½.
Item 35.—Bidder 1, *\$0.56, \$0.74, and \$0.78; 2, \$0.51½; 15, \$0.59; 20, \$0.69 and \$0.73½.
Item 36.—Bidder 1, *\$0.29, \$0.38, and \$0.39; 2, \$0.32 and \$0.36; 15, \$0.30; 20, \$0.37 and \$0.40.
Item 37.—Bidder 1, *\$0.56, \$0.76, and \$0.80; 2, \$0.55½; 15, \$0.59; 20, \$0.70 and \$0.75.
Item 38.—Bidder 44, *\$0.90, \$0.60, and \$0.65; 1, \$0.50.
Item 39.—Bidder 44, *\$1.00, \$0.65, and \$0.70; 1, \$0.60 and \$0.75.
Item 40.—Bidder 44, *\$1.25, \$0.90, and \$0.85; 1, \$0.75 and \$1.00.
Item 41.—Bidder 1, *\$0.40 and \$0.40; 2, \$0.54; 7, \$0.63; 44, \$0.48.
Item 42.—Bidder 44, *\$0.64; 1, \$0.65 and \$0.90; 2, \$0.67; 7, \$0.83.
Item 43.—Bidder 2, *\$0.25; 1, \$0.30; 7, \$0.38 and \$0.52.
Item 44.—Bidder 1, *\$1.05; 2, \$1.13; 8, \$1.17.
Item 45.—Bidder 8, *\$1.79; 1, \$1.79; 2, \$1.92; 17, \$2.00; 29, \$1.80; 42, \$1.80, \$1.90, and \$2.10.
Item 46.—Bidder 1, *\$2.70; 2, \$2.89; 8, \$2.98; 17, \$3.00; 29, \$3.05.
Item 47.—Bidder 1, *\$2.70; 2, \$2.89; 8, \$3.10; 17, \$3.00; 29, \$3.05; 42, \$2.75 and \$3.15.
Item 48.—Bidder 1, *\$4.29; 2, \$6.00; 8, \$5.00.
Item 49.—Bidder 2, *\$3.50.
Item 50.—Bidder 2, *\$3.50.
† *Item 51.*—Bidder 2, \$3.50; 8, \$0.03½ (informal).
† *Item 52.*—Bidder 2, \$4.75; 8, \$0.03 (informal).
Item 53.—Bidder 29, *\$7.00; 2, \$7.50; 8, \$0.03 (informal).
Item 54.—Bidder 29, *\$7.00; 2, \$7.00; 8, \$0.04 (informal).
Item 55.—Bidder 14, *\$2.00; 1, \$1.00; 2, \$1.75 and \$2.75; 4, \$0.60, \$0.75, and \$1.10; 16, \$0.75; 18, \$1.50; 20, \$0.75; 22, \$2.50; 24, \$0.80; 26, \$0.60; 34, \$2.01; 40, \$2.50.
Item 56.—Bidder 12, *\$0.48; 1, \$0.75; 2, \$1.75; 4, \$0.60, \$0.75, and \$1.10; 10, \$1.05; 14, \$0.75; 16, \$0.55; 18, \$1.50; 20, \$0.56; 22, \$2.00; 24, \$0.80; 26, \$0.60; 34, \$1.59; 37, \$0.40; 40, \$0.48.
Item 57.—Bidder 12, *\$0.48; 1, \$0.75; 2, \$1.75; 4, \$0.65, \$0.75, and \$1.10; 10, \$1.05; 14, \$0.90; 16, \$0.55; 18, \$1.60; 20, \$0.60; 22, \$2.00; 24, \$0.90; 26, \$0.60; 34, \$1.59; 37, \$0.60; 40, \$0.48.
Item 58.—Bidder 37, *\$0.32½, \$0.48, and \$0.57½; 1, \$0.75 and \$1.00; 2, \$0.98; 4, \$0.60, \$0.75, and \$1.10; 10, \$0.98; 12, \$0.57; 14, \$0.75; 16, \$0.55 and \$0.75; 18, \$1.25; 20, \$0.60 and \$0.75; 22, \$1.35; 24, \$0.80; 26, \$0.60; 28, \$1.10; 34, \$1.01 and \$1.48; 40, \$0.48.
Item 59.—Bidder 37, *\$0.32½, \$0.48, and \$0.57½; 1, \$0.75, and \$1.00; 2, \$0.98; 4, \$0.65, \$0.75, and \$1.10; 10, \$0.98; 12, \$0.57; 14, \$0.90; 16, \$0.60 and \$0.75; 18, \$1.35; 20, \$0.60 and \$0.70; 22, \$1.35; 24, \$0.90; 26, \$0.60; 28, \$1.10; 34, \$1.01, and \$1.48; 40, \$0.48.
Item 60.—Bidder 16, *\$0.95; 1, \$1.55; 10, \$3.50; 12, \$1.00; 14, \$3.00; 20, \$0.95; 22, \$3.25; 24, \$0.80; 28, \$2.30; 40, \$3.00.
Item 61.—Bidder 16, *\$0.95; 1, \$1.55; 10, \$3.50; 12, \$1.00; 14, \$3.00; 20, \$0.95; 22, \$3.25; 24, \$0.90; 28, \$2.30; 40, \$3.00.
Item 62.—Bidder 38, *\$4.80, \$5.04, \$5.94, and \$7.74; 1, \$4.80, \$5.04, \$5.94, and \$7.74; 2, \$7.68 and \$10.14; 20, \$6.40; 29, \$5.00; 42, \$5.75.
Item 63.—Bidder 38, *\$8.74; 1, \$8.74; 20, \$11.00.
Item 64.—Bidder 9, *\$0.28; 1, \$0.15; 2, \$0.11.
Item 65.—Bidder 42, *\$0.05₁₀₀; 1, \$0.04₁₀₀, \$0.05, \$0.06, \$0.08; 2, \$0.04½; 7, \$0.05, \$0.05½, \$0.05½, \$0.05₁₀₀, \$0.05₁₀₀, \$0.06, \$0.06, \$0.06½; 8, \$0.05₁₀₀; 9, \$0.05½; 34, \$0.07½; 59, \$0.05½.

*Contract awarded.

†No award.

- Item 66.*—Bidder 8, *\$0.09½; 1, \$0.09; 2, \$0.15; 59, \$0.12.
- Item 67.*—Bidder 5, *\$7.50; 2, \$0.25 (informal); 3, \$7.00; 11, \$7.55; 13, \$6.60; 21, \$7.50; 36, \$6.60.
- Item 68.*—Bidder 5, *\$5.60, \$5.50, and \$6.40; 2, \$5.45, \$5.65, and \$6.35; 3, \$4.65; 11, \$5.50; 13, \$4.95; 21, \$5.50.
- Item 69.*—Bidder 5, *\$8.50 and \$8.10; 2, \$8.00 and \$8.70; 3, \$7.15; 11, \$2.45; 13, \$7.80.
- Item 70.*—Bidder 5, *\$10.25 and \$11.40; 2, \$10.60 and \$11.35; 11, \$3.85; 13, \$10.80.
- Item 71.*—Bidder 3, *\$3.30, \$3.75, and \$5.00.
- Item 72.**—Bidder 42, *\$0.13⁷/₁₆; 1, \$0.13; 9, \$0.12½, \$0.13½, \$0.14, and \$0.15; 33, \$0.13¹/₁₆; 35, \$0.15.
- †*Item 73.*—Bidder 1, \$7.80; 3, \$33.25; 9, \$5.50 and \$5.82; 29, \$5.80; 33, \$5.80; 35, \$3.73; 42, \$5.00, \$5.20, and \$5.85.
- †*Item 74.*—Bidder 1, \$9.00; 3, \$34.75; 9, \$6.40 and \$6.72; 29, \$6.70; 33, \$6.70; 35, \$4.31; 42, \$5.75, \$6, and \$6.75.
- Item 75.*—Bidder 5, *\$1.95; 2, \$2.00; 3, \$1.75; 11, \$9.60; 13, \$2.00; 19, \$2.25; 21, \$2.55; 36, \$1.96.
- Item 76.*—Bidder 11, *\$1.50; 2, \$1.80 and \$2.70; 3, \$1.48 and \$1.75; 5, \$1.75 and \$2.75; 13, \$2.10; 19, \$2.75; 21, \$2.00; 36, \$2.25.
- Item 77.*—Bidder 11, *\$1.25; 2, \$1.55 and \$2.40; 3, \$1.35 and \$1.50; 5, \$1.50 and \$2.45; 13, \$1.80; 19, \$2.45; 21, \$1.75; 36, \$1.90.
- Item 78.*—Bidder 13, *\$2.25; 2, \$2.45; 3, \$2.35; 5, \$2.55; 11, \$1.25; 19, \$2.45; 21, \$1.90; 36, \$2.30.
- Item 79.*—Bidder 19, *\$2.75; 2, \$3.15; 3, \$2.85; 5, \$3.00; 11, \$1.50; 13, \$2.75; 21, \$2.20; 36, \$2.65.
- Item 80.*—Bidder 19, *\$3.05; 2, \$3.60; 3, \$3.35; 5, \$3.65; 11, \$1.75; 13, \$3.25; 21, \$2.50; 36, \$3.00.
- Item 81.*—Bidder 19, *\$1.20; 2, \$1.15; 3, \$0.90 and \$1.20; 5, \$1.05; 11, \$0.88; 13, \$1.10; 21, \$1.20; 36, \$0.90.
- Item 82.*—Bidder 19, *\$1.40; 2, \$1.19; 3, \$1.00 and \$1.40; 5, \$1.20; 11, \$1.03; 13, \$1.30; 21, \$1.40; 36, \$1.00.
- †*Item 83.*—Bidder 2, \$1.15; 3, \$1.89; 5, \$1.10; 11, \$2.34; 13, \$1.20; 19, \$1.50; 36, \$2.75.
- Item 84.*—Bidder 36, *\$1.80; 2, \$1.80; 3, \$1.75; 5, \$1.85; 11, \$1.88; 13, \$1.80; 21, \$2.00.
- Item 85.*—Bidder 36, *\$2.00; 2, \$2.30; 3, \$2.10; 5, \$2.15; 11, \$2.25; 13, \$2.10; 21, \$2.25.
- Item 86.*—Duplicate of item 90.
- Item 87.*—Bidder 19, *\$3.25 and \$3.75; 2, \$2.15 and \$3.37; 3, \$3.75 and \$4.95; 5, \$2.10 and \$3.40; 11, \$1.75; 13, \$3.75; 21, \$2.25; 36, \$3.05.
- Item 88.*—Bidder 19, *\$2.45 and \$2.75; 2, \$1.55 and \$2.40; 3, \$2.75 and \$3.75; 5, \$1.50 and \$2.50; 11, \$1.25; 13, \$2.75; 21, \$1.50; 36, \$2.40.
- Item 89.*—Bidder 9, *\$6.14; 2, \$6.14; 3, \$5.90 and \$6.14; 5, \$6.14; 7, \$5.00; 11, \$6.14; 13, \$6.14; 19, \$6.14; 21, \$6.46.
- Item 90.*—Bidder 9, *\$5.58; 2, \$5.58; 3, \$5.25 and \$5.58; 5, \$5.58; 7, \$4.50; 11, \$5.58; 13, \$5.58; 19, \$5.58; 21, \$5.87.
- Item 91.*—Bidder 3, *\$2.05; 2, \$2.40; 5, \$2.42; 11, \$2.70; 13, \$2.76; 21, \$3.45; 36, \$1.95.
- †*Item 92.*—No bids received.
- Item 93.*—Bidder 3, *\$4.10.
- †*Item 94.*—Bidder 3, \$0.09 95/100; 5, \$0.12.
- Item 95.*—Bidder 3, *\$2.00 and \$3.15; 2, \$2.10 and \$3.39; 5, \$2.12 and \$3.35; 11, \$1.75; 13, \$2.25; 19, \$3.25; 21, \$2.25; 36, \$2.50.
- Item 96.*—Bidder 3, *\$1.75; 2, \$2.16; 5, \$2.15; 11, \$1.90; 13, \$2.00; 19, \$2.25; 21, \$2.55; 36, \$1.96.
- Item 97.*—Bidder 3, *\$0.90; 2, \$1.30; 5, \$1.35; 11, \$1.03; 13, \$1.30; 19, \$1.40; 21, \$1.40; 36, \$1.00.
- Item 98.*—Bidder 3, *\$7.94; 2, \$10.90; 5, \$10.25; 13, \$10.41.
- Item 99.*—Bidder 36, *\$0.75; 2, \$2.05; 3, \$1.30; 5, \$1.95; 11, \$2.00; 13, \$1.75; 21, \$2.10.
- Item 100.*—Bidder 36, *\$0.60; 2, \$1.97; 3, \$1.30; 5, \$2.00; 11, \$2.00; 13, \$1.75; 21, \$2.10.
- Item 101.*—Bidder 3, *\$1.30; 2, \$2.05; 5, \$1.95; 11, \$2.00; 13, \$1.75; 21, \$2.10; 36, \$0.60.
- Item 102.*—Bidder 3, *\$1.30; 2, \$1.99; 5, \$2.00; 11, \$2; 13, \$1.75; 21, \$2.10; 36, \$1.75.
- †*Item 103.*—Bidder 2, \$2.00; 3, \$1.30; 5, \$1.95; 11, \$2.80; 13, \$1.75; 21, \$2.10.
- Item 104.*—Bidder 3, *\$1.30; 2, \$1.99; 5, \$2.00; 11, \$2.80; 13, \$1.75; 21, \$3.50.
- Item 105.*—Bidder 3, *\$1.30; 2, \$1.99; 5, \$1.95; 11, \$2.80; 13, \$1.75; 21, \$3.50.

*Contract awarded.

†No award.

- Item 106.*—Bidder 3, *\$1.75; 2, \$1.97; 5, \$2.00; 11, \$2.80.
- Item 107.*—Bidder 3, *\$2.50 and \$2.25; 2, \$2.15; 5, \$2.05; 13, \$3.50; 19, \$2.75.
- Item 108.*—Bidder 3, *\$3.00 and \$2.75; 2, \$2.50; 5, \$2.55; 13, \$4.00; 19, \$3.25.
- Item 109.*—Bidder 7, *\$3.50; 1, \$3.85; 2, \$4.00 and \$4.38; 4, \$3.96; 6, \$4.50; 10, \$4.25; 12, \$3.50; 14, \$3.50; 16, \$1.98 and \$2.38; 18, \$4.50; 22, \$4.80; 24, \$3.96; 26, \$3.96; 28, \$4.50; 34, \$5.31.
- Item 110.*—Bidder 1, *\$3.85; 2, \$4.00 and \$4.38; 4, \$3.96; 6, \$4.50; 7, \$3.50; 10, \$4.25; 12, \$3.50; 14, \$3.50; 16, \$1.98 and \$2.38; 18, \$4.50; 22, \$4.80; 24, \$3.96; 26, \$3.96; 28, \$4.50; 34, \$5.31.
- Item 111.*—Bidder 7, *\$3.50; 1, \$3.85; 2, \$4.00 and \$4.38; 4, \$4.50; 6, \$4.50; 10, \$4.25; 12, \$3.50; 14, \$4.00; 16, \$2.55 and \$3.50; 18, \$4.50; 22, \$4.80; 24, \$4.50; 26, \$4.50; 28, \$4.50; 34, \$5.31.
- Item 112.*—Bidder 1, *\$3.85; 2, \$4.00 and \$4.38; 4, \$4.50; 6, \$4.80; 7, \$3.50; 10, \$4.25; 12, \$3.50; 14, \$4.00; 16, \$2.55 and \$3.50; 18, \$4.50; 22, \$4.80; 24, \$4.50; 26, \$4.50; 28, \$4.50; 34, \$5.31.
- Item 113.*—Bidder 1, *\$3.85; 2, \$4.00 and \$4.38; 4, \$3.96; 6, \$4.50; 7, \$3.50; 10, \$4.25; 12, \$3.50; 14, \$3.50; 16, \$1.98 and \$2.38; 18, \$4.50; 22, \$4.80; 24, \$3.96; 26, \$3.96; 28, \$4.50; 34, \$5.31.
- Item 114.*—Bidder 7, *\$3.50; 1, \$3.85; 4, \$4.50; 6, \$4.50; 10, \$4.25; 12, \$3.50; 14, \$3.50; 16, \$1.98 and \$2.38; 18, \$4.50; 22, \$4.80; 24, \$4.50; 26, \$4.50; 28, \$4.50; 34, \$5.31.
- Item 115.*—Bidder 1, *\$3.85; 2, \$4.00 and \$4.38; 4, \$4.50; 6, \$4.50; 7, \$3.50; 10, \$4.25; 12, \$3.50; 14, \$3.50; 16, \$1.98 and \$2.38; 18, \$4.50; 22, \$4.80; 24, \$4.50; 26, \$4.50; 28, \$4.50; 34, \$5.31.
- Item 116.*—Bidder 1, *\$0.05; 7, \$0.07½; 25, \$0.05½; 27, \$0.05.
- Item 117.*—Bidder 1, *\$0.05½; 7, \$0.08; 25, \$0.05½; 27, \$0.06.
- Item 118.*—Bidder 1, *\$0.10; 7, \$0.13½; 25, \$0.10½; 27, \$0.09.
- Item 119.*—Bidder 1, *\$0.11½; 7, \$0.16½; 25, \$0.13; 27, \$0.11.
- Item 120.*—Bidder 1, *\$0.12½; 7, \$0.18½; 25, \$0.13½; 27, \$0.13.
- Item 121.*—Bidder 1, *\$0.15; 7, *\$0.19½; 25, \$0.14½; 27, \$0.15.
- Item 122.*—Bidder 1, *\$0.15½; 7, \$0.21½; 25, \$0.17; 27, \$0.16.
- Item 123.*—Bidder 1, *\$0.08; 7, \$0.14; 25, \$0.10½; 27, \$0.09.
- Item 124.*—Bidder 1, *\$0.25; 7, \$0.25; 25, \$0.17½; 27, \$0.20.
- Item 125.*—Bidder 1, *\$0.15; 7, \$0.34; 25, \$0.19½; 27, \$0.24.
- Item 126.*—Bidder 1, *\$0.17; 7, \$0.38; 25, \$0.25½; 27, \$0.28.
- Item 127.*—Bidder 1, *\$0.23; 7, \$0.43; 25, \$0.27½; 27, \$0.32.
- Item 128.*—Bidder 1, *\$0.29; 7, \$0.47; 25, \$0.32½; 27, \$0.35.
- Item 129.*—Bidder 1, *\$0.21; 7, \$0.41; 25, \$0.29½; 27, \$0.30.
- Item 130.*—Bidder 1, *\$0.34; 7, \$0.47; 25, \$0.39; 27, \$0.34.
- Item 131.*—Bidder 1, *\$0.43; 7, \$0.59; 25, \$0.49; 27, \$0.42.
- Item 132.*—Bidder 1, *\$0.52; 7, \$0.70; 25, \$0.56; 27, \$0.50.
- Item 133.*—Bidder 1, *\$0.62; 7, \$0.82; 25, \$0.63½; 27, \$0.60.
- Item 134.*—Bidder 1, *\$1.17; 7, \$1.60; 25, \$1.30; 27, \$1.23.
- Item 135.*—Bidder 1, *\$4.38; 7, \$5.44; 25, \$4.35; 27, \$4.35.
- Item 136.*—Bidder 1, *\$0.26½ and \$0.19½; 7, \$0.25.
- Item 137.*—Bidder 1, *\$0.20.
- Item 138.*—Bidder 1, *\$0.12½.
- Item 139.*—No bids received.
- Item 140.*—Bidder 1, *\$0.15, \$0.19½, \$0.29, \$0.54, and \$0.79; 7, \$0.50; 23, \$0.29.
- Item 141.*—Bidder 3, *\$0.75; 1, \$0.24½; 2, \$0.28, \$0.54, and \$0.78; 7, \$0.26½.
- Item 142.*—Bidder 23, *\$0.25; 1, \$0.23½ and \$0.25; 7, \$0.28½.
- Item 143.*—Bidder 7, *\$0.60; 1, \$0.64.
- Item 144.*—Bidder 3, *\$0.58.
- Item 145.*—Bidder 9, *\$1.15; 1, \$1.24; 2, \$1.19; 3, \$1.20 and \$1.25; 5, \$1.28; 11, \$1.40; 13, \$1.40; 15, \$1.24; 19, \$1.25.
- Item 146.*—Bidder 9, *\$1.15; 1, \$1.24; 2, \$1.19; 3, \$1.20 and \$1.25; 5, \$1.28; 11, \$1.40; 13, \$1.40; 15, \$1.24; 19, \$1.25.
- Item 147.*—Bidder 9, *\$1.15; 1, \$1.24; 2, \$1.19; 3, \$1.20 and \$1.25; 5, \$1.28; 11, \$1.40; 13, \$1.40; 15, \$1.24; 19, \$1.25.
- † *Item 148.*—Bidder 1, \$0.58½ and \$0.78½; 3, \$1.22; 11, \$1.50; 19, \$1.35.
- † *Item 149.*—Bidder 3, \$4.50; 5, \$4.80; 11, \$4.80; 13, \$4.30.
- Item 150.*—Bidder 1, *\$0.80 and \$0.55.
- Item 151.*—Bidder 1, *\$0.15 and \$0.15; 7, \$0.15; 23, \$0.29½.
- Item 152.*—Bidder 23, *\$0.18½; 1, \$0.18½; 7, \$0.18½.
- Item 153.*—Bidder 23, *\$0.65½; 1, \$0.50, \$0.59, and \$0.75½; 2, \$0.75½; 3, \$0.75½; 5, \$0.75½; 7, \$0.75½; 9, \$0.75½; 11, \$0.75½; 13, \$0.75½; 19, \$0.75½; 21, \$0.77½.

*Contract awarded.

†No award.

- Item 154.*—Bidder 23, *\$0.65½; 1, \$0.50, \$0.59, and \$0.75⁵/₁₆; 2, \$0.75½; 3, \$0.75½; 5, \$0.75½; 7, \$0.75½; 9, \$0.75½; 11, \$0.75½; 13, \$0.75⁷/₈; 19, \$0.75½; 21, \$0.83½.
† *Item 155.*—Bidder 1, \$0.29 and \$0.30; 3, \$0.39; 9, \$0.45; 19, \$0.50; 23, \$0.65½.
Item 156.—Bidder 1, *\$0.29 and \$0.30; 3, \$0.39; 5, \$0.40½; 7, \$0.33½; 9, \$0.42; 11, \$0.40; 19, \$0.41; 21, \$0.41½; 23, \$0.38½.
† *Item 157.*—Bidder 1, \$0.20½ and \$0.32; 3, \$0.45 and \$0.55; 19, \$0.75.
† *Item 158.*—Bidder 1, \$0.20½ and \$0.32; 3, \$0.45 and \$0.50; 19, \$0.75.
† *Item 159.*—Bidder 1, \$0.20½ and \$0.40; 3, \$0.45 and \$0.55; 19, \$0.90; 23, \$0.25.
Item 160.—Bidder 11, *\$0.30 and *\$0.50; 1, \$0.35 and \$0.45; 2, \$0.49 and \$0.52; 19, \$0.60 and \$0.70; 23, \$0.25.
Item 161.—Bidder 1, *\$0.54 and \$0.49; 3, \$0.62½; 11, \$0.79; 23, \$0.65½.
Item 162.—Bidder 1, *\$0.24½; 7, \$0.25; 23, \$0.24½.
Item 163.—Bidder 23, *\$0.25 and \$0.33½; 1, \$0.17 and \$0.26; 7, \$0.25.
Item 164.—Bidder 1, *\$0.45 and \$0.24½; 23, \$0.65½.
Item 165.—Bidder 23, *\$0.18⁵/₈; 1, \$0.18½ and \$0.22.
Item 166.—Bidder 1, *\$0.24½; 23, \$0.24½.
Item 167.—Bidder 1, *\$0.24½; 7, \$0.27½; 11, \$0.40; 23, \$0.24½.
Item 168.—Bidder 1, *\$0.28; 23, \$0.25 and \$0.33½.
Item 169.—Bidder 1, *\$0.20 and \$0.29; 23, \$0.30.
Item 170.—Bidder 1, *\$0.24½.
Item 171.—No bids received.
Item 172.—Bidder 1, *\$0.36½ and \$0.46½; 23, \$0.36½.
Item 173.—Bidder 23, *\$0.18; 1, \$0.20½ and \$0.21.
† *Item 174.*—Bidder 1, \$0.29, \$0.30, and \$0.31; 23, \$0.38½.
Item 175.—Bidder 23, *\$0.26⁷/₈; 1, \$0.27.
Item 176.—Bidder 7, *\$0.25; 1, \$0.24½; 23, \$0.30.
† *Item 177.*—Bidder 7, \$0.30.
Item 178.—Bidder 7, *\$0.25; 1, \$0.20½; 23, \$0.25.
Item 179.—Bidder 1, *\$0.32, \$0.20½, and \$0.33½; 7, \$0.44½.
† *Item 180.*—Bidder 1, \$0.29 and \$0.30; 23, \$0.38½.
Item 181.—Bidder 3, *\$0.45; 11, \$0.36.
Item 182.—Bidder 1, *\$0.11½; 23, \$0.08⁷/₈.
† *Item 183.*—Bidder 1, \$0.16½; 7, \$0.24 and \$0.24; 23, \$0.10½.
Item 184.—Bidder 1, *\$0.24; 1, \$0.24½; 23, \$0.11.
Item 185.—Bidder 7, *\$0.32; 1, \$0.29½; 23, \$0.30.
Item 186.—Bidder 7, *\$0.35; 1, \$0.33; 23, \$0.32½.
Item 187.—Bidder 23, *\$0.24½; 1, \$0.24½.
† *Item 188.*—Bidder 1, \$0.24½; 23, \$0.30.
Item 189.—Bidder 23, *\$0.29⁵/₈; 1, \$0.29½.
Item 190.—Bidder 23, *\$0.29⁵/₈; 1, \$0.29½; 7, \$0.30.
† *Item 191.*—Bidder 1, \$0.29½; 23, \$0.29⁵/₈.
Item 192.—Bidder 7, *\$0.27½; 1, \$0.29.
Item 193.—Bidder 1, *\$0.29½.
Item 194.—Bidder 1, *\$0.29½.
Item 195.—Bidder 1, *\$0.29½.
Item 196.—Bidder 1, *\$0.49; 7, \$0.30; 23, \$0.49.
Item 197.—Bidder 1, *\$0.71; 2, \$0.72.
Item 198.—Bidder 2, *\$0.78; 1, \$0.79.
Item 199.—Bidder 1, *\$0.79; 2, \$0.82.
Item 200.—Bidder 2, *\$0.91; 1, \$0.92.
Item 201.—Bidder 3, *\$0.78; 1, \$0.79; 2, \$0.78.
Item 202.—Bidder 3, *\$2.46; 1, \$0.64, \$2.25, and \$2.47; 2, \$2.49.
Item 203.—Bidder 3, *\$2.46; 1, \$2.25 and \$2.48; 2, \$2.49.
Item 204.—Bidder 2, *\$0.69½; 1, \$0.30, \$0.50, and \$0.71; 3, \$0.70.
Item 205.—Bidder 3, *\$0.37⁵/₈; 1, \$0.22, \$0.35, and \$0.38½; 2, \$0.38.
Item 206.—Bidder 9, *\$0.34½; 1, \$0.30 and \$0.40; 2, \$0.37.
Item 207.—Bidder 1, *\$0.32, \$0.28, and \$0.38½; 2, \$0.36; 9, \$0.34½.
Item 208.—Bidder 1, *\$0.30, \$0.28, and \$0.34; 2, \$0.34; 9, \$0.32.
Item 209.—Bidder 1, *\$0.30 and \$0.44; 2, \$0.40; 9, \$0.38.
Item 210.—Bidder 1, *\$0.40, \$0.35, and \$0.50; 2, \$0.46; 9, \$0.43½.
Item 211.—Bidder 1, *\$0.30, \$0.30, and \$0.40; 2, \$0.37; 9, \$0.34½.
Item 212.—Bidder 1, *\$0.41, \$0.35, and \$0.50; 2, \$0.46; 9, \$0.43½.
Item 213.—Bidder 1, *\$0.41, \$0.35, and \$0.50; 2, \$0.46; 9, \$0.43½.
Item 214.—Bidder 9, *\$0.43½; 1, \$0.35 and \$0.50; 2, \$0.47.
† *Item 215.*—Bidder 1, \$0.35 and \$0.90; 2, \$0.85.

* Contract awarded.

† No award.

- † *Item 216.*—Bidder 1, \$0.35 and \$0.70; 2, \$0.72; 9, \$0.65.
Item 217.—Bidder 1, *\$0.40, \$0.35, and \$0.70; 2, \$0.72; 9, \$0.65.
† *Item 218.*—Bidder 1, \$0.35, \$0.40, and \$0.70; 2, \$0.72; 9, \$0.65.
† *Item 219.*—Bidder 1, \$0.28 and \$0.70.
† *Item 220.*—Bidder 1, \$0.35 and \$0.71.
Item 221.—Bidder 1, *\$0.69 and \$0.35.
Item 222.—Bidder 1, *\$0.65 and \$0.22.
† *Item 223.*—Bidder 1, \$0.35 and \$0.67.
† *Item 224.*—Bidder 1, \$0.35 and \$0.60; 2, \$0.62.
† *Item 225.*—Bidder 1, \$0.60; 2, \$0.62.
Item 226.—Bidder 1, *\$0.60 and \$0.35; 2, \$0.62.
Item 227.—Bidder 2, *\$0.54; 1, \$0.35 and \$0.55; 9, \$0.58.
† *Item 228.*—Bidder 1, \$2.94.
Item 229.—Bidder 2, *\$0.66 and *\$0.84; 1, \$0.89 and \$0.73; 9, \$0.66 and \$0.85.
Item 230.—Bidder 2, *\$0.65; 1, \$0.30, \$0.45, and \$0.67; 9, \$0.65.
Item 231.—Bidder 2, *\$0.65; 1, \$0.30 and \$0.65; 9, \$0.65.
Item 232.—Bidder 2, *\$0.72; 1, \$0.75; 9, \$0.73.
Item 233.—Bidder 46, *\$0.32; 1, \$0.50; 3, \$0.50.
† *Item 234.*—Bidder 1, \$0.65; 3, \$0.40.
† *Item 235.*—Bidder 1, \$0.41; 22, \$0.50.
Item 236.—Bidder 1, *\$0.43; 22, \$0.50.
† *Item 237.*—Bidder 1, \$1.22; 22, \$2.40.
Item 238.—Bidder 1, *\$0.48; 30, \$0.30; 46, \$0.34.
Item 239.—Bidder 46, *\$0.32; 1, \$0.48; 30, \$0.23.
† *Item 240.*—Bidder 1, \$0.36½; 30, \$0.23; 46, \$0.32.
† *Item 241.*—Bidder 1, \$0.77; 30, \$0.48; 46, \$0.36.
Item 242.—Bidder 30, *\$0.50; 1, \$0.60; 46, \$0.38.
Item 243.—Bidder 30, *\$0.48; 1, \$0.91; 46, \$0.39.
Item 244.—Bidder 30, *\$0.45; 1, \$0.91; 46, \$0.38.
† *Item 245.*—Bidder 1, \$0.40.
† *Item 246.*—Bidder 1, \$0.39.
† *Item 247.*—Bidder 1, \$1.60; 30, \$0.50.
† *Item 248.*—Bidder 1, \$0.35; 2, \$0.36; 46, \$0.32.
† *Item 249.*—Bidder 46, \$0.32.
Item 250.—Bidder 5, *\$0.16½; 1, \$0.16½; 2, \$0.11½; 3, \$0.16½; 9, \$0.16; 11, \$0.18½; 15, \$0.16½; 28, \$0.19; 36, \$0.12½.
Item 251.—Bidder 3, *\$0.15 and \$0.16½; 1, \$0.16½; 2, \$0.11½; 5, \$0.16½; 9, \$0.16; 11, \$0.14½; 15, \$0.16½; 28, \$0.19; 30, \$0.12; 36, \$0.12½.
Item 252.—Bidder 3, *\$0.15 and \$0.16½; 1, \$0.16½; 2, \$0.11½; 5, \$0.16½; 9, \$0.16; 11, \$0.14½; 15, \$0.16½; 28, \$0.19; 36, \$0.12½.
Item 253.—Bidder 3, *\$0.15 and \$0.16½; 1, \$0.16½; 2, \$0.11½; 5, \$0.16½; 9, \$0.16; 11, \$0.14½; 15, \$0.16½; 28, \$0.19; 36, \$0.12½.
Item 254.—Bidder 3, *\$0.15 and \$0.16½; 2, \$0.11½; 5, \$0.16½; 9, \$0.16; 11, \$0.18½; 15, \$0.16½; 28, \$0.19; 36, \$0.12½.
Item 255.—Bidder 3, *\$0.15 and \$0.16½; 2, \$0.11½; 5, \$0.16½; 9, \$0.16; 11, \$0.18½; 15, \$0.16½; 28, \$0.19; 36, \$0.12½.
Item 256.—Bidder 3, *\$0.15 and \$0.16½; 2, \$0.11½; 5, \$0.16½; 9, \$0.16; 11, \$0.18½; 15, \$0.16½; 28, \$0.19; 36, \$0.12½.
Item 257.—Bidder 3, *\$0.15 and \$0.16½; 2, \$0.11½; 9, \$0.16; 11, \$0.18½; 15, \$0.16½; 28, \$0.19; 36, \$0.12½.
Item 258.—Bidder 3, *\$0.10; 5, \$0.07½; 11, \$0.12½; 28, \$0.19.
Item 259.—Bidder 3, *\$0.12½.
Item 260.—Bidder 58, *\$101.
Item 261.—Bidder 3, *\$22.10; 11, \$24.22; 13, \$25.
Item 262.—Bidder 3, *\$26.45; 11, \$29.65; 13, \$31.50.
Item 263.—Bidder 3, *\$1.84; 2, \$2.90; 5, \$2.76; 11, \$2.50; 13, \$1.80.
Item 264.—Bidder 3, *\$3.40; 2, \$4; 5, \$4.10; 11, \$4.30; 13, \$3.60.
Item 265.—Bidder 3, *\$7.20; 2, \$9.70; 5, \$9.60; 11, \$10.80; 13, \$9.30.
† *Item 266.*—Bidder 2, \$4.40; 3, \$7.20; 5, \$4.50; 11, \$4.60; 13, \$4.20.
Item 267.—Bidder 5, *\$2.76; 2, \$2.90; 3, \$2; 11, \$2.15; 13, \$1.80.
Item 268.—Bidder 2, *\$0.23; 3, \$0.16; 5, \$0.24; 13, \$0.18.
Item 269.—Bidder 3, *\$0.22; 2, \$0.25; 5, \$0.24; 13, \$0.25.
Item 270.—Bidder 3, *\$0.17; 2, \$0.20; 5, \$0.22; 13, \$0.12.
Item 271.—Bidder 3, *\$0.32; 2, \$0.31; 5, \$0.30; 13, \$0.35.
† *Item 272.*—Bidder 2, \$0.25; 3, \$0.17; 5, \$0.26; 13, \$0.16.

*Contract awarded.

† No award.

- Item 273.*—Bidder 3, *\$3.20; 2, \$4.92; 5, \$4.44; 11, \$4.30; 13, \$3.60.
Item 274.—Bidder 3, *\$3.20; 2, \$4.80; 5, \$5.04; 11, \$4.30; 13, \$7.20.
Item 275.—Bidder 3, *\$0.50; 2, \$0.71; 5, \$0.70; 13, \$0.50.
Item 276.—Bidder 5, *\$1; 2, \$1; 3, \$0.88; 11, \$0.60; 13, \$0.90.
Item 277.—Bidder 5, *\$0.96; 2, \$1; 3, \$0.88; 11, \$0.60; 13, \$0.90.
Item 278.—Bidder 2, *\$0.75; 3, \$0.66; 5, \$0.80; 11, \$0.50; 13, \$0.66.
Item 279.—Bidder 11, *\$0.45; 2, \$0.60; 3, \$0.50; 5, \$0.58; 13, \$0.50.
† *Item 280.*—Bidder 3, \$3.70.
Item 281.—Bidder 13, *\$0.75; 2, \$1; 3, \$0.65; 5, \$1; 11, \$1.07.
Item 282.—Bidder 5, *\$2; 2, \$2.20; 3, \$1.95; 11, \$2.06; 13, \$2.
Item 283.—Bidder 15, *\$0.04½; 2, \$0.05¹/₁₀; 3, \$0.05 and \$0.45; 5, \$0.06; 11, \$1.30; 13, \$0.22.
Item 284.—Bidder 5, *\$0.06; 2, \$0.07½; 3, \$0.07 and \$0.56; 13, \$0.30; 15, \$0.02.
Item 285.—Bidder 15, *\$0.03½; 2, \$0.07½; 3, \$0.10 and \$0.67; 5, \$0.08; 13, \$0.37.
Item 286.—Bidder 11, *\$0.03; 2, \$0.04; 3, \$0.04; 5, \$0.03; 13, \$0.06.
Item 287.—Bidder 5, *\$0.21; 2, \$0.23; 3, \$0.35; 11, \$0.25; 13, \$0.37.
Item 288.—Bidder 2, *\$0.03; 3, \$0.03½; 5, \$0.03½; 11, \$0.04; 13, \$0.04.
Item 289.—Bidder 3, *\$10.40.
Item 290.—Bidder 15, *\$2.04; 2, \$2.59.
Item 291.—Bidder 3, *\$3.35; 13, \$3.60.
Item 292.—Bidder 5, *\$0.46; 2, \$0.47; 3, \$0.58; 11, \$0.70; 13, \$0.60.
Item 293.—Bidder 41, *\$0.15; 11, \$0.15.
Item 294.—Bidder 3, *\$2.95 and \$6.
Item 295.—No bids received.
Item 296.—Bidder 32, *\$0.61½; 8, \$0.61½.
† *Item 297.*—Bidder 8, \$0.72; 32, \$1.24.
Item 298.—Bidder 32, *\$0.24; 8, \$0.27.
Item 299.—Bidder 8, *\$6.72; 32, \$6.85.
Item 300.—Bidder 8, *\$3.84; 32, \$3.99.
Item 301.—Bidder 32, *\$1.30; 8, \$1.34.
Item 302.—Bidder 8, *\$9.90; 32, \$10.24.
Item 303.—Bidder 8, *\$0.16; 32, \$0.17.
Item 304.—Bidder 32, *\$0.26; 8, \$0.36½.
Item 305.—Bidder 8, *\$0.18½; 32, \$0.24.
Item 306.—Bidder 32, *\$0.26; 8, \$0.36.
Item 307.—Bidder 8, *0.15½; 32, \$0.19.
Item 308.—Bidder 8, *\$0.11; 32, \$0.12.
Item 309.—Bidder 32, *\$0.12, 8, \$0.14.
Item 310.—Bidder 8, *\$0.22; 32, \$0.25.
Item 311.—Bidder 8, *\$2.24; 32, \$2.60.
Item 312.—Bidder 8, *\$0.40; 32, \$0.45.
Item 313.—Bidder 8, *\$0.27½; 32, \$0.28.
Item 314.—Bidder 32, *\$1.30.
† *Item 315.*—Bidder 3, \$0.20.
Item 316.—Bidder 32, *\$0.04¾; 8, \$0.06½.
Item 317.—Bidder 8, *\$0.07¾; 32, \$0.08½; 45, \$0.09½; 59, \$0.08½.
Item 318.—Bidder 8, *\$0.26; 32, \$0.28.
Item 319.—Bidder 8, *\$2.62; 39, \$2.75.
Item 320.—Bidder 39, *\$0.15; 5, \$0.20.
Item 321.—Bidder 5, *\$0.75; 39, \$0.80.
Item 322.—Bidder 8, *0.08¾; 5, \$0.09.
Item 323.—Bidder 8, *\$1.50; 41, \$0.50.
Item 324.—No bids received.
Item 325.—No bids received.
Item 326.—Bidder 5, *\$0.18; 8, \$0.18½; 39, \$0.25; 41, \$0.20; 59, \$0.35.
Item 327.—Bidder 32, *\$1.20; 5, \$1.25; 8, \$0.84; 39, \$0.80; 59, \$0.70.
Item 328.—Bidder 8, *\$0.32; 1, \$0.41 and \$0.55; 2, \$0.42; 5, \$0.40; 9, \$0.40, 39, \$0.50; 41, \$1.28; 59, \$1.50.
Item 329.—Bidder 39, *\$0.08; 8, \$0.14½.
Item 330.—Bidder 8, *\$0.02½, 5, \$0.03; 32, \$0.02¾; 39, \$0.03.
Item 331.—Bidder 39, *\$0.03; 5, \$0.05; 8, \$0.03½; 32, \$0.04; 41, \$0.03.
Item 332.—Bidder 8, *\$0.09½; 32, \$0.12.
Item 333.—Bidder 8, *\$0.04½; 32, \$0.15.
Item 334.—Bidder 39, *\$0.02½; 5, \$0.03½; 8, \$0.03; 32, \$0.05.
Item 335.—Bidder 8, *\$0.28; 32, \$0.29; 39, \$0.30.

* Contract awarded.

† No award.

- Item 336.—Bidder 8, *\$1.74; 32, \$2.75.
 Item 337.—Bidder 8, *\$1.48; 32, \$2.
 Item 338.—Bidder 5, *\$0.40; 8, \$0.65; 32, \$0.50; 39, \$0.50.
 Item 339.—Bidder 8, *\$0.30; 32, \$0.50.
 Item 340.—Bidder 8, *\$0.36; 32, \$2.90.
 Item 341.—Bidder 8, *\$0.31; 32, \$0.65.
 Item 342.—Bidder 39, *\$0.03; 5, \$0.05; 8, \$0.04; 32, \$0.05.
 Item 343.—Bidder 32, *\$0.08; 8, \$0.08.
 Item 344.—Bidder 32, *\$1.20; 8, \$1.20.
 Item 345.—Bidder 3, *\$2.80.
 Item 346.—Bidder 3, *\$0.14.
 † Item 347.—Bidder 3, \$4.50.
 † Item 348.—Bidder 3, \$4.90.
 Item 349.—Bidder 8, *\$0.00₁₀; 5, \$0.01; 39, \$0.01.
 Item 350.—No bids received.
 Item 351.—Bidder 8, *\$1.72.
 Item 352.—Bidder 32, *\$0.50.
 Item 353.—Bidder 3, *\$1.25; 11, \$1.20.
 Item 354.—Bidder 3, *\$0.14; 11, \$0.17.
 Item 355.—Bidder 2, *\$7.20; 5, \$7.44.
 Item 356.—Bidder 5, *\$13.10; 2, \$13.50; 3, \$12.50.
 Item 357.—Bidder 3, *\$2.
 † Item 358.—Bidder 3, \$14.90.
 Item 359.—Bidder 3, *\$9.95; 2, \$14.
 Item 360.—Bidder 5, *\$18; 39, \$18.
 Item 361.—Bidder 3, *\$0.20 per pound and *\$14.40 per dozen; 41, \$15.18.
 Item 362.—Bidder 3, *\$0.54.
 Item 363.—Bidder 3, *\$0.25; 1, \$0.32 and \$1.80; 8, \$0.31½; 30, \$0.30.
 Item 364.—Bidder 1, *\$1; 30, \$1.58.
 Item 365.—Bidder 8, *\$1.34; 3, \$1.55; 5, \$1.50; 15, \$1.50; 34, \$1.80; 39, \$1.50; 41, \$1.44; 43, \$1.42; 45, \$1.46.
 Item 366.—Bidder 15, *\$1.25; 1, \$1.37; 2, \$1.29; 3, \$1.40; 9, \$1.25; 30, \$1.35.
 Item 367.—No bids received.
 Item 368.—Bidder 43, *\$0.39; 1, \$0.55; 2, \$0.53; 9, \$0.55; 28, \$0.78.
 Item 369.—Bidder 15, *\$0.56½; 1, \$0.63 and \$0.64; 2, \$0.62; 7, \$0.60; 8, \$0.62½; 9, \$0.63; 28, \$0.78; 45, \$0.74.
 Item 370.—Bidder 5, *\$0.48; 1, \$0.60 and \$0.64; 2, \$0.59; 7, \$0.64; 8, \$0.64; 9, \$0.60; 45, \$0.54 and \$0.66.
 Item 371.—Bidder 2, *\$0.54, \$0.68, \$0.83, and \$1.35; 1, \$0.55, \$0.87, and \$1.37; 3, \$0.64; 7, \$0.53, \$0.84, and \$1.31; 9, \$0.70; 28, \$0.86.
 Item 372.—Bidder 1, *\$0.22.
 Item 373.—Bidder 44, *\$1.03; 1, \$0.85 and \$1.20; 2, \$0.80; 7, \$1.05 and \$1.09.
 Item 374.—Bidder 44, *\$1.18; 1, \$1.40; 2, \$1; 7, \$1.29 and \$1.35.
 Item 375.—Bidder 44, *\$2.25; 1, \$2.40; 2, \$1.40 and \$1.60; 7, \$2.25 and \$2.35.
 Item 376.—Bidder 44, *\$1.25, \$1, and \$1.10; 1, \$1.15; 7, \$1 and \$1.05.
 Item 377.—Bidder 44, *\$1.35, \$1.10, and \$1.20; 1, \$1.20; 7, \$0.94 and \$0.98.
 Item 378.—Bidder 7, *\$1.16; 1, \$1.20 and \$1.32.
 Item 379.—Bidder 7, *\$1.07; 1, \$1.25; 2, \$1.25.
 Item 380.—Bidder 7, *\$3.90; 1, \$2.75; 2, \$4.80.
 Item 381.—Bidder 7, *\$4.48; 1, \$4.80; 2, \$5.76.
 Item 382.—Bidder 1, *\$0.39 and \$0.45; 2, \$0.52½ and \$0.56½.
 Item 383.—Bidder 2, *\$2.29, \$2.54, and \$3.29; 1, \$2.38, \$2.64, and \$3.45.
 Item 384.—Bidder 9, *\$0.53; 1, \$0.55; 2, \$0.60; 7, \$0.54½.
 Item 385.—Bidder 9, *\$0.44; 1, \$0.45; 2, \$0.50; 7, \$0.45½.
 Item 386.—Bidder 9, *\$0.38; 1, \$0.42; 2, \$0.46; 7, \$0.42.
 Item 387.—Bidder 7, *\$0.30₁₀; 2, \$0.34.
 Item 388.—Bidder 2, *\$0.17; 1, \$0.18; 9, \$0.18; 15, \$0.18.
 Item 389.—Bidder 2, *\$0.45; 1, \$0.47; 9, \$0.48; 15, \$0.51½.
 Item 390.—Bidder 7, *\$1.48; 1, \$1.62; 2, \$1.59; 9, \$1.60; 15, \$1.60.
 Item 391.—Bidder 15, *\$0.02½; 1, \$0.03; 2, \$0.10 and \$0.11.
 Item 392.—Bidder 1, *\$0.41; 2, \$0.50; 7, \$0.49₁₀; 9, \$0.50; 15, \$0.48.
 Item 393.—Bidder 15, *\$0.05₁₀ and \$0.03; 1, \$0.07; 2, \$0.06½.
 Item 394.—Bidder 9, *\$1.60; 1, \$1.67; 2, \$1.64.
 Item 395.—Bidder 2, *\$0.04₁₀; 1, \$0.04₁₀; 9, \$0.05.
 Item 396.—Bidder 2, *\$0.05½; 1, \$0.05₁₀; 7, \$0.05½; 9, \$0.06; 15, \$0.05½.

* Contract awarded.

† No award.

- Item 397.*—Bidder 1, *\$0.06 $\frac{1}{10}$; 2, \$0.06 $\frac{2}{10}$; 7, \$0.07; 9, \$0.08; 15, \$0.07 $\frac{1}{10}$.
Item 398.—Bidder 2, *\$0.08 $\frac{1}{10}$; 1, \$0.08 $\frac{1}{10}$; 7, \$0.08 $\frac{1}{10}$; 9, \$0.10; 15, \$0.09 $\frac{1}{10}$.
Item 399.—Bidder 7, *\$0.04; 1, \$0.04 $\frac{1}{10}$; 2, \$0.04 $\frac{1}{10}$; 15, \$0.04 $\frac{1}{10}$.
Item 400.—Bidder 2, *\$0.72, \$0.52, \$0.56, \$2.32, and \$2.60; 1, \$0.52, \$0.73, and \$2.34; 7, \$0.74 and \$2.28; 9, \$2.50; 15, \$0.65.
Item 401.—Bidder 15, *\$1.10; 1, \$1.34 and \$1.62; 2, \$1.36, \$1.38, and \$1.64; 3, \$1.32; 9, \$1.25.
Item 402.—Bidder 1, *\$0.41; 2, \$0.54 and \$0.59; 7, \$0.53; 15, \$0.61.
Item 403.—Bidder 7, *\$1.63; 1, \$1.63; 2, \$1.64 and \$1.94; 9, \$1.89; 15, \$1.65.
Item 404.—Bidder 2, *\$2.25, \$4.04, and \$5.26; 1, \$3.15; 7, \$5.70, \$6.48, \$6.50, and \$13.40; 15, \$3.24 and \$3.96.
† *Item 405.*—Bidder 1, \$2.69; 2, \$2.70; 7, \$2.63; 15, \$1.68 and \$2.58.
Item 406.—Bidder 15, *\$1.12 and \$2.70; 1, \$1.60; 2, \$1.64 and \$3.45; 7, \$1.60.
Item 407.—Bidder 9, *\$0.90; 1, \$0.82, \$0.97, and \$1.34; 2, \$0.82, \$0.90, \$0.96, and \$1.35; 7, \$0.82; 15, \$0.70 and \$1.62.
Item 408.—Bidder 45, *\$1.51 and \$1.26; 1, \$1.30; 2, \$1.58 and \$1.74; 7, \$1.37 and \$1.57; 15, \$1.20.
Item 409.—Bidder 45, *\$3.66; 1, \$3.90; 2, \$4.45; 34, \$4.08.
Item 410.—Bidder 45, *\$3.02; 1, \$4.45; 2, \$5.78.
Item 411.—Bidder 43, *\$2.54; 1, \$2.84 and \$3.80; 2, \$2.76; 34, \$2.92.
Item 412.—Bidder 43, *\$3.80; 1, \$4.29 and \$5.69; 2, \$4.36; 34, \$4.67.
Item 413.—Bidder 43, *\$6.40; 1, \$7.55 and \$10.14; 2, \$7.60; 34, \$9.92.
Item 414.—Bidder 7, *\$2.35, \$2.60, \$3.10, and \$3.35; 2, \$2.82; 3, \$2.88.
Item 415.—Bidder 9, *\$4.80; 1, \$4.90; 2, \$4.88; 3, \$4.80; 5, \$4.80; 15, \$4.80; 19, \$5.50.
Item 416.—Bidder 3, *\$1.08; 2, \$1.14; 5, \$1.20; 9, \$1.20; 15, \$1.15; 19, \$1.20.
Item 417.—Bidder 45, *\$0.49 and \$0.52.
Item 418.—Bidder 3, *\$1.15.
Item 419.—Bidder 3, *\$1.48.
Item 420.—Bidder 3, *\$0.90.
Item 421.—Bidder 15, *\$0.71; 53, \$0.78.
Item 422.—Bidder 28, *\$1.02.
Item 423.—Bidder 53, *\$1.39.
Item 424.—Bidder 54, *\$3.70; 53, \$3.75.
Item 425.—Bidder 53, *\$0.15; 54, \$0.15 $\frac{1}{2}$.
Item 426.—Bidder 53, *\$2.52; 54, \$2.55.
Item 427.—Bidder 9, *\$0.74; 2, \$0.78.
Item 428.—Bidder 48, *\$0.20 $\frac{1}{2}$, \$0.21 $\frac{1}{2}$, \$0.23 $\frac{1}{2}$; 9, \$0.20 $\frac{1}{2}$; 34, \$0.24.
Item 429.—Bidder 52, *\$0.03 $\frac{1}{2}$ and \$0.03 $\frac{1}{2}$; 9, \$0.03 $\frac{1}{2}$, \$0.03 $\frac{1}{2}$, \$0.04, and \$0.04 $\frac{1}{2}$; 48, \$0.06 $\frac{1}{2}$, and \$0.07 $\frac{1}{2}$, \$0.08 $\frac{1}{2}$.
Item 430.—Bidder 52, *\$0.09; 9, 0.09 $\frac{2}{10}$; 48, \$0.10 and \$0.11 $\frac{1}{2}$.
Item 431.—Bidder 51, *\$2; 52, \$1.80, \$2.10, and \$2.65.
Item 432.—Bidder 5, *\$3.50; 8, \$4.10; 34, \$9.83; 50, \$4.20; 59, \$9.50.
Item 433.—Bidder 1, *\$1.50; 9, \$1.75; 15, \$2.07.
† *Item 434.*—Bidder 9, \$1.80; 48, \$0.16 $\frac{1}{2}$ and \$0.22.
Item 435.—Bidder 9, *\$0.60.
Item 436.—Bidder 9, *\$0.15.
Item 437.—Bidder 9, *\$0.25.
Item 438.—Bidder 9, *\$0.42.
Item 439.—Bidder 9, *\$0.42.
Item 440.—Bidder 9, *\$0.42.
Item 441.—Bidder 15, *\$0.29 $\frac{1}{2}$; 2, \$0.34.
Item 442.—Bidder 48, *\$1.52; 8, \$1.53 $\frac{1}{2}$; 9, \$1.54; 32, \$1.75; 34, \$1.76; 47, \$1.67; 49, \$0.67 and \$1.20.
Item 443.—Bidder 48, *\$2.84; 8, \$3.15; 32, \$1.50; 34, \$1.43; 49, \$1.87.
Item 444.—Bidder 47, *\$0.84; 8, \$1.57 $\frac{1}{2}$; 34, \$0.95; 45, \$0.87; 49, \$0.69.
Item 445.—Bidder 9, *\$0.78 $\frac{1}{10}$; 8, \$0.78 $\frac{1}{2}$; 32, \$0.78 $\frac{1}{2}$; 34, \$0.89; 47, \$0.85 and \$0.85, 48, \$0.85; 49, \$0.67, \$0.72, and \$1.87.
Item 446.—Bidder 8, *\$0.73 $\frac{1}{2}$; 45, \$0.75; 47, \$0.75; 49, \$0.45.
Item 447.—Bidder 47, *\$0.48; 45, \$0.57.
Item 448.—Bidder 8, *\$0.83 $\frac{1}{2}$; 45, \$0.90; 47, \$0.85.
Item 449.—Bidder 8, *\$0.06 $\frac{1}{2}$; 32, \$0.08; 34, \$0.08; 45, \$0.09; 47, \$0.08.
Item 450.—Bidder 50, *\$1.95; 8, \$1.80; 32, \$2.85.
Item 451.—Bidder 50, *\$2.15; 8, \$2.40; 32, \$8.
Item 452.—Bidder 8, *\$4; 32, \$8.50; 50, \$7.

*Contract awarded.

†No award.

- Item 453.—Bidder 50, *\$1.50; 8, \$2.40; 32, \$12; 34, \$3.37.
 Item 454.—Bidder 8, *\$0.43½; 43, \$0.56; 45, \$0.44; 47, \$0.44; 56, \$0.55.
 Item 455.—Bidder 5, *\$0.36; 8, \$0.64; 34, \$0.84.
 Item 456.—Bidder 5, *\$0.80; 8, \$1.44; 34, \$1.92; 45, \$1.37.
 Item 457.—Bidder 3, *\$0.02¹/₈; 1, \$0.02¹/₈.
 Item 458.—Bidder 9, *\$17.10; 8, \$17.40; 34, \$29.16; 45, \$17.19, \$20.64, and \$20.64.
 Item 459.—Bidder 45, *\$2.47, \$2.74, and \$3.39; 8, \$3.90; 9, \$4.20; 34, \$3.96; 41, \$3.75.
 Item 460.—Bidder 45, *\$1.04; 8, \$13.40; 34, \$2.70; 41, \$1.18.
 Item 461.—Bidder 48, *\$1.45 and \$1.75; 8, \$1.48 and \$1.71; 9, \$2.10; 34, \$1.92; 41, \$1.69; 43, \$1.73; 45, \$1.47 and \$1.91; 47, \$2.50.
 Item 462.—Bidder 8, *\$2.64; 34, \$3.48; 43, \$3.07 and \$3.64; 45, \$2.88 and \$3.13; 47, \$2.25.
 †Item 463.—Bidder 8, \$1.20; 41, \$0.89; 43, \$1.12.
 Item 464.—Bidder 43, *\$0.14½; 8, \$0.06½; 34, \$0.16; 41, \$0.16; 45, \$0.08.
 Item 465.—Bidder 43, *\$0.14; 8, \$1.59; 34, \$0.15; 41, \$0.23; 47, \$0.15.
 Item 466.—Bidder 34, *\$4.34; 8, \$5, \$5.60 and \$6; 9, \$11.20; 32, \$5, \$5.25, \$5.50, \$5.50, \$5.75, \$7.50, and \$7.75; 48, \$6.75, \$8.50, and \$10.40.
 Item 467.—Bidder 8, *\$0.90 and \$1.60; 34, \$2.34; 48, \$1.45 and \$1.95.
 Item 468.—Bidder 45, *\$0.08 and \$0.12; 34, \$0.20; 41, \$0.15; 43, \$0.11.
 Item 469.—Bidder 41, *\$0.45; 3, \$0.45.
 Item 470.—Bidder 43, *\$0.39; 3, \$0.58; 41, \$0.43.
 Item 471.—Bidder 43, *\$0.14; 3, \$0.24; 41, \$0.18.
 Item 472.—Bidder 41, *\$0.53; 3, \$0.74.
 Item 473.—Bidder 43, *\$0.28; 3, \$0.35; 41, \$0.32.
 Item 474.—Bidder 55, *\$0.01½; 57, \$0.01¹/₈.
 Item 475.—Bidder 55, *\$0.01, 57, \$0.01½.

* Contract awarded.

† No award.

Bids received under advertisement, dated October 3, 1906, of the Acting Secretary of the Navy, for reenforced concrete work for a power house, Naval Academy, Annapolis, Md.

Bidders.	Amount.
Buckley Realty Construction Co., New York City	\$55,000
Baltimore Ferro Concrete Co., Baltimore, Md.....	a 54,990
The Scofield Co., Philadelphia, Pa.....	116,244

a Contract awarded.

Bids received under advertisement, dated November 7, 1906, of the Acting Secretary of the Navy, for foundation, Experiment Station Building, Naval Academy, Annapolis, Md.

Bidders.	Amount.
Noel Construction Co., Baltimore, Md.....	\$76,000
Latta & Terry Construction Co., Camden, N. J.....	a 68,990

a Contract awarded.

Bid received under the advertisement, dated May 18, 1906, of the Assistant Secretary of the Navy, for gun shed, Naval Academy, Annapolis, Md.

Bidder.	Amount.
The Penn Bridge Co., Beaver Falls, Pa.....	a \$23,980

a Contract awarded.

REPORT OF THE JUDGE ADVOCATE- GENERAL OF THE NAVY.

NAVY DEPARTMENT,
OFFICE OF THE JUDGE-ADVOCATE-GENERAL,
Washington, September 29, 1906.

SIR: In compliance with the Department's order of August 8, 1906, I have the honor to submit the annual report of this Office for the fiscal year ended June 30, 1906.

RÉSUMÉ OF WORK DONE.

Examining boards—cases of admission to the service and promotion of officers.....	411
Retiring boards—cases	23
Courts of inquiry held and received.....	5
Records of general courts-martial received, revised, and reported upon.....	1, 504
(533 more than in the preceding year.)	
Records of summary courts-martial received and examined.....	5, 358
(91 less than in the preceding year.)	
General court-martial orders prepared and issued.....	126

General courts-martial.

Cases tried.....	1, 504
Commissioned officers, Navy:	
Convicted.....	12
Acquitted (disapproved).....	1
Commissioned officers, Marine Corps:	
Convicted.....	3
Midshipmen in service:	
Convicted.....	3
Midshipmen at Naval Academy:	
Convicted (hazing).....	12
Acquitted.....	3
Warrant officers:	
Convicted.....	5
Acquitted.....	1
Enlisted men, Navy:	
Convicted.....	1, 187
Acquitted—	
Approved.....	11
Disapproved.....	4
Proceedings disapproved.....	1
Marines:	
Convicted.....	255
Acquitted—	
Approved.....	4
Disapproved.....	2

Summary courts-martial.

Cases tried (enlisted men only).....	5,358
Enlisted men (Navy):	
Convicted.....	4,031
Acquitted—	
Approved.....	88
Disapproved.....	73
Marines:	
Convicted.....	1,131
Acquitted—	
Approved.....	25
Disapproved.....	10

Schedule of principal offenses and number of convictions under each by general court-martial.

Offense.	Navy.	Marines.	Total.
Desertion.....	585	54	619
Absence without leave.....	241	65	306
Fraudulent enlistment.....	135	13	148
Fraudulent enlistment and desertion.....	37	3	40
Refusing to obey orders.....	52	12	64
Manslaughter.....	2	1	3
Attempt to kill.....	2	1	3
Assault with deadly weapon.....	8	2	10
Unnatural crime.....	4		4

During the year, 1,288 general court-martial cases were prepared in the office, charges drawn up and preferred by the Department against the accused—of these, 25 did not come to trial by reason of withdrawal of cases, desertion of accused, or release on writ of habeas corpus. In addition, 226 cases were received from the fleets and squadrons, of which 12 involved officers, also 15 hazing cases from the Naval Academy.

All original work in connection with the preparation of general court-martial cases and their revision after trial were acceptably performed by 1 naval and 1 marine officer. The duty of revising and reporting upon summary court cases was handled by 1 naval and 1 marine officer. The volume of work accomplished by these 4 officers, which comprised, in addition to the preparation of charges and specifications, a careful review and report of each case, a great number of orders convening courts, letters of transmittal, and orders in promulgation of sentences, impels me to invite attention to a creditable performance of duty.

NAVAL PRISONS.

The large increase in the number of general court-martial cases (533 more than in the preceding year), or an increase of 55 per cent, has necessarily resulted in a corresponding increase in the population of the naval prisons. This feature was productive of some embarrassment, with a tendency toward straining the limits of sanitary safety due to overcrowding. A prudent foresight in anticipation of an expected increase in prisoners brought about alterations in the prison ship *Southery* in the early part of the year which enlarged the capacity of that vessel to 350 prisoners as an emergency, extreme limit. During the winter months this limit was closely approached. The Department was compelled to resort to frequent reductions of the number confined by release of those who had served in some instances less than half time. Overcrowded conditions existed in the prisons at the Boston and Mare Island yards, without, however, disquieting

results, but requiring constant vigilance and extra precautions to handle the situation. The congestion in the Boston and Mare Island prisons required a doubling up of inmates in many of the cells, a condition that is subversive of discipline and undesirable from every point of view. Daily employment of prisoners in the open air was rigidly enforced in pursuance of extra duties assigned as part of their sentences, and the health of the prisoners was fortunately maintained at a satisfactory standard.

Prison ship Southery.—This vessel, moored at the Portsmouth (N. H.) Navy-Yard, receives the largest number of naval prisoners of any station in the service. Equipped for the accommodation of 350 prisoners, as stated above, to which must be added the necessary crew and marine guard, the total complement averages about 450 men. This is considered by the commanding officer and the surgeon to be about 100 in excess of the number that can be properly cared for with a due regard for comfort, health, and security, and much greater than the complement that would be assigned to a cruising vessel of similar displacement. The appliances of the ship having been found by experience to be inadequate for the satisfactory service of so large a personnel, alterations and additions have been recommended, which, in general terms, follow.

The present arrangement requires the confinement of 240 men in one compartment and 110 in another. This is an unsatisfactory condition. The remedy proposed is to subdivide the two large compartments to accommodate a smaller number of prisoners in each subdivision, which will tend toward more comfort and better control.

The ship should be housed in, a portion of the deck houses removed, the commanding officer's quarters rearranged, wardroom officers' quarters built on the spar deck, and an artificial system of ventilation installed.

On the dock abreast the ship a wash room and drying house should be built and the space on board now occupied for such purposes made available for the crew and marines. As it will be necessary to continue the *Southery* as a prison ship for an indefinite time, even after the present wing of the new prison is completed and in operation, it is earnestly recommended that the above-described alterations be approved. Notwithstanding the unfavorable conditions mentioned, the health of the prisoners has been generally very good, the sick list during the trying winter months at Portsmouth, N. H., averaging less than a half of 1 per cent. Tonsillitis is common among the prisoners, according to the surgeon's report. A slight epidemic of mumps—12 cases in all—occurred during the months of March and April, which was promptly met by transfer to the naval hospital at the station and a reduction in excess complement by release of the longest confined and most deserving inmates.

The condition of the ship is excellent as to general cleanliness. The prisoners present a good appearance, are well clothed, their food is ample and of excellent quality. The prison routine is comprehensive and appears to meet the requirements of the institution. A noticeable addition to the routine is a compulsory attendance at an evening school for one and a half hours on four days of the week for instruction in the elementary branches of reading, writing, arithmetic, geography, and grammar of those who are deficient in such knowledge.

The general results accomplished during the year reflect great credit upon the commanding officer and his assistants, who have met and successfully overcome conditions not entirely contemplated by the means provided.

Naval prison, navy-yard, Boston.—This prison is second in order of capacity under the control of the Navy Department, and contains 150 cells for single occupants each. As stated heretofore, the prison has, through necessity, been required to exceed normal conditions, the number of prisoners confined during the last four months of the fiscal year steadily increasing from 177 in March to 266 in June. Part of this increase was due to the presence of mumps on the *Southery*, which precluded sending any prisoners to that vessel during the months of March and April. As far as subsistence, clothing, and security of prisoners is concerned, 300 can be accommodated in this institution in an emergency, but sanitary and other considerations demand that the normal capacity be not exceeded.

The health of the prisoners has been excellent throughout. The prison is in excellent condition as to cleanliness and general preservation. The basement of the building used for storage of lumber, etc., is damp, due to rains finding entrance through imperfect drainage conditions.

Repairs and additions to the prison are needed as follows:

Install a hot-water supply system for bathing and other purposes, floor over the space between cells on each floor, repair fence around prison, concrete cellar, install drains, and effect miscellaneous repairs, for which an estimate of \$2,005 has been submitted. Approval thereof is recommended.

Naval prison, Mare Island, Cal.—Reports received from this prison state that fairly good conditions prevail there. Although equipped with but 52 cells, 28 in the new addition and 24 in the old prison, the number of prisoners has averaged more than 50 per cent greater than designed for. A special inspection board in January reported that as far as sanitary conditions were concerned 116 prisoners could be accommodated by assigning 2 to each of the cells of the new prison and others in the corridors. The surplus over the normal has accordingly been so disposed of.

The health of the prisoners has been excellent almost without exception.

The U. S. S. *Manila* was equipped and made ready for prison service at the Mare Island station as an addition to the regular prison, and is utilized for the detention of prisoners awaiting trial by general or summary courts, for the confinement of those convicted by summary courts, and for disciplining offenders belonging to the torpedo boats and yard craft generally, which have no facilities for confinement. The *Manila* contains 38 cells suitable for solitary confinement, and usually averages from 15 to 30 prisoners of the above-mentioned classes.

The crowded conditions that have prevailed at the Mare Island prison for several years, and only partially relieved by the recent acquisition of the *Manila*, demand that the capacity of the prison be increased and that antiquated and unhealthy cells be replaced by modern, open, steel cells. Twenty-four of the 52 cells are built of brick, closed with solid, metal doors with a very small opening for ventilation—veritable dungeons, so pronounced, and scarcely in

keeping with present-day ideas of punishment for military offenses. An additional wing is necessary to meet the increase of prisoners received from the Asiatic Fleet and the Philippines. This proposed extension and the above-suggested remodeling of the old cells will require an estimated appropriation of \$50,000, the accomplishment of which would relieve the Department of much concern in connection with the troublesome feature of lack of proper accommodations for prisoners on the west coast.

Prison ship Nipsic, Puget Sound Navy-Yard, Wash.—This vessel was also equipped for prison service to relieve congestion at Mare Island, and was reported ready for commissioning in April. The pressing needs of the regular cruising vessels for officers and men prevented her employment for the purpose intended, and though her services are urgently required an early commissioning appears to be impracticable at present.

Naval prison, Cavite, P. I.—No special reports as to conditions other than the monthly statements of prisoners confined have been received from this prison recently. The prison being "ideally located from a hygienic point of view," as per commanding officer's report of September, 1905, it would appear that the health and comfort of the prisoners have been maintained at the satisfactory standard heretofore reported. A new building, an addition to the older prison, was completed in February, and needed repairs to the latter were accomplished in March. The new building has added six cells, bathroom, lavatories, and closets to the former equipment, admitting of the regular confinement of about 26 men under safe hygienic conditions. The commanding officer of the prison recommended that men serving sentences of more than a year be sent to the United States for confinement, and this has been done from time to time.

The number confined has varied from an average of 8 during the first four months of the year to 30 for the remaining eight months, the maximum number reaching 36. It is expected that 30 of these will be transferred to Mare Island by the first public conveyance.

A telegram recently received from this station submitted an estimate of \$1,500 for necessary repairs to the prison buildings, approval of which is recommended.

New naval prison, Portsmouth, N. H.—The progress of completion of this prison is slow, due to failure in appropriating the necessary funds. The construction of the present wing was commenced on March 11, 1904, and work on the administration building began September 2, 1905.

On June 30, 1906, all work appropriated for on the prison wing was completed, leaving 25 per cent of the authorized work unfinished. On the same date the administration building was 57 per cent completed, but the money on hand by recent appropriation will not be sufficient to finish the gallery and ceiling on the fourth floor of that building. Additional estimates are required for this and also for installation and plumbing work for 160 cells necessary to complete the prison wing, to which should be added further amounts for inspection expenses and for the purchase and installation of cooking and laundry plants, necessitating a total sum of about \$68,000.

The contract time for completion of the work appropriated for is November 2, 1906, but it is believed that this will not be accomplished before January of next year, due to unavoidable delays. If sufficient

money is appropriated in the coming session of Congress to entirely complete the present structure and becomes available at an early date, it is believed that the prison could be occupied in the fall of 1907.

A careful contemplation of the whole prison question, in the light of what has been mentioned as to congestion in the various prisons now in use, illustrates the urgent need of an early completion of this prison.

Barracks for the guard and quarters for the officers attached to the institution are necessary appurtenances that should be provided. Without them the guard must be quartered on the third and fourth floors of the administration building, at great inconvenience, as these floors are neither designed nor suitable for such purposes, and the officers must be quartered outside and at a distance which is an undesirable condition.

The original policy of the Department in deciding upon this prison intended that it should eventually do away with other prisons on the east coast. Its design and location contemplate the possibility of enlarging its capacity by the addition of wings, equal in number of cells to the present one. The increase in personnel of the service and its needs have far outstripped the progress of construction of this prison, and preparations and estimates for a second wing in the immediate future can not, it is believed, be much longer delayed without detriment to the interests of the service. Moreover, it would appear to be a wise economy to have one prison of adequate capacity for military offenders assigned to confinement on the east coast than several widely separated, as at present. More than 82 per cent of all naval prisoners are consigned to prisons on the east coast.

MINOR PRISONS.

In addition to the general prisons reported upon in the foregoing text minor prisons are provided at certain stations for the confinement of offenders punished by summary courts-martial, persons in temporary detention awaiting trial or promulgation of sentences of general courts, etc.

These prisons vary in size, according to the importance of the station with reference to the number of the personnel handled there, and are described as follows:

Navy-yard, New York.—A modern stone building with a capacity of 60 cells, practically completed in July of this year, is located on the cob dock. This prison replaces an old and insanitary wooden structure of small capacity which was used for a number of years.

Naval station, Washington, D. C.—A new office building recently completed contains 10 cells for temporary prisoners. The cells are of modern type, with necessary appliances, bath, closets, and wash-rooms, well ventilated and sanitary and admirably suited to the needs of the station for the purpose intended.

Naval training station, Newport, R. I.—This station has ample and satisfactory accommodations in two buildings and on the *Rerna Mercedes* for the confinement of petty offenders to the number of 75 to 90, if need be.

Naval training station, navy-yard, Norfolk, Va.—The conditions as to minor prison facilities at this station are very unsatisfactory, and form the subject of an earnest recommendation from the commanding officer that a modern, fireproof prison structure be provided for

by legislation. The present accommodations consist of the brig on the U. S. S. *Richmond*, with a capacity for 30, and a wooden building ashore, with a capacity for 60 prisoners. Both prisons are frequently overcrowded, resulting in insanitary conditions and discomfort of the confined. As the population of the station varies between 1,000 and 3,000 men, the prisoners frequently number much in excess of 100, some of whom are detained for two or three months, and adequate and proper facilities are necessary. Instructions to prepare estimates have, with the Department's approval, been sent to the Bureau of Yards and Docks. The commanding officer has reported that an excellent location is available.

Navy-yard, Pensacola, Fla.—The prison for minor offenders at this station consists of a small brick building containing 4 cells designed for the confinement of 1 prisoner each, and a fifth of larger size capable of comfortably receiving about 6 prisoners. This building has been reported insanitary, and a new and more modern structure was recommended in 1904. Directions were issued at that time to make such moderate improvements as would put the prison in a sanitary condition.

The commandant at this station has recently submitted estimates for the construction of a two-story brick and concrete building, to contain 32 cells, at a cost of \$28,000, to replace the old, insanitary prison. Approval thereof is recommended.

Navy-yard, Mare Island, Cal.—The U. S. S. *Manila*, heretofore mentioned, is utilized for minor prison purposes at this station.

Naval station, Cavite, P. I.—An old Spanish jail within the limits of the station is used for the confinement of petty offenders, and has a capacity of 20 to 24 men in general confinement, with 3 dark cells for special use as occasion demands. The sanitary condition of the building is reported good.

Population of various prisons, based upon monthly average of inmates.

	Lowest number.	Highest number.	Average.
Southern.....	232	344	305
Boston prison.....	137	266	173
Mare Island prison.....	69	92	81
Cavite prison.....	6	36	22
Total average of prisoners during the year.....			581

One hundred and fifty-one more than in the preceding year.

Number of naval prisoners in the State Prison, San Quentin, Cal., June 30, 1906.....	4
Number in the State prison, Wethersfield, Conn., on same date.....	18

PROBATIONERS.

The system of probation of prisoners yielded the following results during the year:

On probation in service June 30, 1905.....	10
Restored to service conditionally during the year.....	16
Deserted.....	8
Required to serve sentence.....	8
On probation in service June 30, 1906.....	29

NATIONAL PRISON ASSOCIATION.

To the National Prison Association of the United States is due the introduction of the probation system into the Navy. This association, composed of wardens, superintendents, State officials in charge of the various prisons in the country, and other prison officials, judges, evangelists, penologists, philanthropists, etc., meets in annual congress. The Department has usually sent a delegate to represent the Navy. Chaplain D. H. Tribou was designated for this duty for the last few years, and will be sent again this year, together with Col. A. C. Kelton, U. S. Marine Corps. The naval delegates are required to submit reports of the proceedings of the prison congress, which form valuable contributions to the office literature on the subject of the handling and reformation of prisoners. Chaplain Tribou delivered an address before the congress last year. These matters are of more than passing interest to the service, in view of the steady increase of prisoners.

PROMOTIONS AND RETIREMENTS.

The proceedings of boards for the examination of civilians for appointment to the service and for the promotion and retirement of officers and all correspondence in relation thereto have received the usual careful attention of the office. A number of reexaminations was directed by the Department in the cases of ensigns, candidates for promotion to lieutenant, junior grade, and lieutenant—two grades at the same time—and failing to qualify satisfactorily in steam engineering the candidates have been allowed a period of two months to further prepare for the second examination.

Attention is invited to the increase in the number of failures to qualify in the line, medical, pay, and marine corps, which would appear to be indicative of the thoroughness and care with which this important service to the Navy is being accomplished.

GENERAL BUSINESS.

Equal in importance to the work connected with the administration of naval discipline, the general business of the Office accruing under Article 12 of the Navy Regulations, which prescribes the duties of the Judge-Advocate-General, has increased steadily. It embraces, with other things of importance, legal matters of moment to the service, and, demanding the consideration and unremitting attention of the clerical force, has been handled in a satisfactory and creditable manner.

The whole force of the Office labors, amid the discomforts of crowded conditions, in four rooms, and it is earnestly requested that two additional rooms be provided to relieve a situation that does not admit of the best work possible.

LEGISLATION DESIRED.

The Office has requested legislation for some years with a view to improving conditions relative to the administration of justice and other matters under its cognizance, and with the Department's approval submitted to the committees of Congress at the last session a

comprehensive bill embodying the necessary subjects that it deemed desirable to be enacted. In the pressure of other matters the Congress failed to reach this bill. It is therefore recommended that these matters be again called to the attention of the Congress. The reasons for legislation along the lines proposed have been explained at length in previous reports.

S. W. B. DIEHL,
Judge-Advocate-General.

The SECRETARY OF THE NAVY.

*Estimates of appropriations required for the service for the fiscal year ending June 30, 1908,
by the office of the Judge-Advocate-General, Navy Department.*

Detailed objects of expenditure and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1907
SALARIES.			
Solicitor.....	\$4,000.00		
Chief clerk.....	2,000.00		
Two clerks of class 4.....	3,600.00		
One clerk of class 3.....	1,600.00		
One clerk of class 2.....	1,400.00		
One clerk.....	1,300.00		
One clerk of class 1.....	1,200.00		
Three clerks of class E.....	3,000.00		
One clerk of class D.....	900.00		
One clerk.....	840.00		
One assistant messenger.....	720.00		
One messenger boy.....	600.00		
	21,160.00	\$21,160.00	\$21,160.00
BOOKS.			
Law books, books of reference, and periodicals of a legal character.....	100.00	100.00	

* Legislative, executive, and judicial act approved June 22, 1906, \$2,500; general deficiency act approved June 30, 1906, \$1,500.

REPORT OF THE SUPERINTENDENT OF LIBRARY AND NAVAL WAR RECORDS.

NAVY DEPARTMENT,
LIBRARY AND NAVAL WAR RECORDS,
Washington, D. C., September 29, 1906.

SIR: I have the honor to transmit herewith my annual report for the fiscal year ending June 30, 1906, accompanied by estimates for the office of the Library and Naval War Records of the Navy Department for the fiscal year 1907-8.

NAVAL WAR RECORDS.

The usual rate of publication, two volumes per year, has been nearly maintained. Volume 20 of the Official Records of the Union and Confederate Navies in the War of the Rebellion has been completed, and volumes 19 and 20 distributed.

Volume 21 has been completed. This volume includes the operations of the West Gulf Blockading Squadron from January 1 to December 31, 1864.

Volume 22 is compiled and is in part in press. This volume includes the last of the operations of the West Gulf Blockading Squadron and the first of the operations of the United States naval forces on western waters.

The future volumes have been roughly compiled and arranged chronologically.

The collection of Confederate data has been continued by an agent authorized by Congress for that purpose.

The Navy Department's quota of Naval War Records having been exhausted, it is impossible to supply the many demands for sets of these records. It is desirable that sets should be furnished to Union volunteer naval officers and Confederate naval officers, neither of whom were provided for in the original plan of distribution.

The compilers of these records have endeavored to make the volumes compact in material, and in addition to general operations have relegated to a second series the reports, orders, and correspondence as is indicated in the preface to each volume relating to—

(a) The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of various bureaus.

(b) The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

(c) Statistical data of all vessels, Union and Confederate, as far as can be obtained.

(d) Returns of naval and military property captured by the navies of both sides during the war.

(e) Correspondence relating to naval prisoners.

The publication has now reached probably the most interesting portion of the war from the naval point of view. The operations of the Gulf and inland waters are, perhaps, its most important phase. The naval part of the operations on western waters has not been published heretofore.

This Office has a growing value as a bureau of information regarding matters relating to naval history. The answers to queries are indexed by cards, and a valuable index to naval historical matters is developing. Historical students from universities have been given facilities for research in the naval history of the United States. Colleges and societies have been furnished, on request, with pamphlets and lists of publications relating to our Navy. It is evident that the people have a great and growing interest in our naval establishment, which argues well for its future.

This Office has collected much data regarding John Paul Jones, and has arranged a chronology which gives briefly places and dates of the principal events of his life.

Under date of December 1, 1904, circulars were sent out from this Office inviting possessors of naval data to deposit the same in this Office for preservation for historical purposes. The replies received indicate that a considerable amount of data will be so deposited. The naval papers of Commodore John Rodgers, U. S. Navy, have been deposited in this Office. This is one of the most important naval collections relating to American history, and the organization and administration of the early Navy. Many valuable papers and pictures have been given to the Department. Among them there are many papers relating to the prisoners of the war of 1812.

The English Navy Records Society has begun the publication of the record of the English navy. A similar work would well come within the province of this Office.

The deficiency act, first session of Fifty-eighth Congress, authorized the transfer to the Navy Department of certain naval records in any of the Executive Departments for the purpose of preservation.

The records of our Navy in colonial times, during the Revolutionary war, the actions at sea against the French navy, the war with Tripoli, the war of 1812, operations against pirates in the West Indies, the Mexican war, and other United States naval operations should be collected, indexed, and arranged for publication. The naval records of the United States are in large part in the Executive Departments, and there are many more in possession of States, historical societies, and private individuals. It is understood that these records would be lent to the Department for purposes of publication.

LIBRARY.

The ordinary work of this library, the selection, purchase, cataloguing, and giving out of books, and the work of preparation for the foregoing functions have been continued.

Progress has been made in the classification of books and revision

of catalogues. The author and title card catalogue has been increased by the addition of cards for the books in assembled classes. The assembling of classes E (engineering), T (sociology), V (voyages), and W (naval and military history), has been completed. The assembling of the large class, H (history, travel, and adventure), has been nearly completed. This grouping of books by classes is substantially the method of the Library of Congress and other modern libraries. It is a great advantage to the individual searcher to find books of a kind grouped together.

The usual semiannual accession lists have been prepared for departmental and office use.

The number of volumes acceded during the fiscal year was 882, including books and bound periodicals. The last accession number for the fiscal year 1906 was 39,342.

Under existing law there have been transferred to the Library of Congress 176 volumes of periodicals, and many more are arranged for transfer. It is the policy of this Department to develop its library along narrowing naval lines, excluding matter not technical and professional.

The one laborer and one messenger on the library rolls is an inadequate force for the performance of the heavy work required in the transfer and handling of large numbers of books and the routine work of the library, including the proper cleaning of floors, walls, windows, furniture, etc.

This library has the best naval collection in the United States, and use and consultation of its volumes are made by all Executive Departments and its own bureaus and offices and boards. For the Office of Naval Intelligence this library is indispensable. That Office has catalogued many thousands of items of naval science, mainly from the library storehouse of professional and technical books, annuals, and periodicals, for a period of nearly a quarter of a century.

This library supplies, in some measure, the growing need for naval information. In recognition of this general public demand for naval data, some of the great libraries have instituted naval divisions. It is appropriate that the Navy Department, through its library, should answer as far as possible the requests for historical naval information that come to the Department.

Respectfully submitted.

CHARLES W. STEWART,
Superintendent of Library and Naval War Records.

The SECRETARY, NAVY DEPARTMENT.

REPORT OF THE BOARD OF VISITORS TO THE UNITED STATES NAVAL ACADEMY.

ANNAPOLIS, Md., *June 16, 1906.*

SIR: The Board of Visitors to the United States Naval Academy at Annapolis, Md., acting under authority of your letters conveying notice of their appointments, and naming the date for their assembling, met on the 11th day of June, 1906, and organized by electing Hon. Charles Dick, of Ohio, as president; Hon. Charles F. Brooker, of Ansonia, Conn., as vice-president, and Lieut. Commander Louis M. Nulton, detailed by the Superintendent of the Academy for service with the Board, as secretary.

There were present at the organization of the Board and during its several subsequent meetings the following members:

Hon. Charles Dick.
Hon. Ernest W. Roberts.
Hon. Franklin Murphy.
Brig. Gen. C. A. Woodruff.
Mr. Strathearn Hendrie.

Hon. George L. Lilley.
Hon. Alexander W. Gregg.
Hon. Charles F. Brooker.
Mr. George P. Blow.
Mr. Frank J. Sprague.

The other two members, Hon. T. M. Patterson, United States Senator from Colorado, and Mr. Alfred M. Scales, of Greensboro, N. C., did not attend.

By authority of the Board, the president appointed the following committees:

(1) *Buildings, grounds, improvements, library, and finance.*—Hon. Charles F. Brooker, Hon. Alexander W. Gregg, Hon. George L. Lilley, and Mr. Frank J. Sprague.

(2) *Administration, rules and regulations, discipline, drill, police, and athletics.*—Hon. Ernest W. Roberts, Hon. Franklin Murphy, and Mr. Strathearn Hendrie.

(3) *Admission and discharge, standard of scholarship, officers and officials, and practice cruise.*—Hon. Alexander W. Gregg, Mr. Frank J. Sprague, Mr. Strathearn Hendrie, and Mr. George P. Blow.

(4) *Mess arrangements, commissary, and hygiene.*—Gen. C. A. Woodruff, Hon. Franklin Murphy, and Mr. George P. Blow.

The Superintendent of the Academy, Rear-Admiral James H. Sands, U. S. Navy, appeared by invitation before the Board, made a general statement as to conditions prevailing in the institution, and replied to various questions submitted by members of the Board.

By direction of the Superintendent, heads of departments and commissioned officers, instructors in the various departments, were given permission to appear personally before the Board for the purpose of making such recommendations or suggestions in reference to their departments or to the Academy in general as they might deem necessary or desirable.

The Board as a whole and the various committees held meetings during the period of its visitation, from June 11 to June 16, visited and inspected the buildings and grounds, and witnessed the various drills and other exercises engaged in by the brigade of midshipmen.

During its sessions the Board and the subcommittees, in addition to personal inspection, were in communication with various sources of information concerning the subjects with which these committees were charged.

Reports were prepared by the subcommittees, and the same were submitted to the Board for approval. After full discussion, the reports as hereinafter presented were unanimously adopted as the expression of the whole Board.

In connection with their reports the committees submitted certain recommendations, which were also adopted, all of which are embodied in the recommendations at the close of this report.

The Board submits the following:

REPORT OF COMMITTEE NO. 1.

BUILDINGS, GROUNDS, IMPROVEMENTS, LIBRARY, AND FINANCE.

HON. CHARLES F. BROOKER, *Chairman.*

HON. GEORGE L. LILLEY,

HON. ALEXANDER W. GREGG, } *Members.*

MR. FRANK J. SPRAGUE,

At the outset of its investigation your committee finds itself handicapped in reporting upon the general scheme of buildings, land and improvements and their present condition by an unfortunate state of affairs which dates from the inception of the plans of the new Academy, and it is impressed with a conviction that a grave error was made both in planning for and inaugurating the actual work.

The necessity for an enlarged and modern school was at once confronted with space requirements, and the question must naturally have arisen whether a change of location to some place where there was an abundance of land, a good harbor, and a deep-sea approach was advisable, leaving the existing grounds and buildings for other purposes. In any event, and from whatever reasons, the decision having been made to remain at Annapolis, general plans should have been outlined both for the then present and any possible future requirements and a firm option at once obtained by the Department on all land which might be required in case an enlarged scheme was likely at any time to be adopted.

Competitive plans, both for the scheme of improvement as a whole and for the individual buildings, designed in cooperation with the proper officers to meet the necessary requirements, should have then been called for under fair conditions of compensation, and before any work was begun the option on land should have been closed.

Your committee believes that had this procedure been adopted and more than one architect employed a general scheme quite as effective as a whole, and in many respects more satisfactory in important particulars, would have resulted, and the disparity between the relative importance of external architecture and internal fitness now apparent would not exist; in short, that an equally harmonious and more use-

ful group of buildings, better adapted for the purposes for which they were designed, would have resulted, which would have cost less money and have been completed in less time.

Work, however, has now so far progressed that it only remains to secure its completion as generally planned at the earliest practicable moment, to correct as far as may be possible early omissions and mistakes, and to place the responsibility for present delays and defects where it belongs.

ADDITIONAL PROPERTY.

The first plan of improvement, dated 1899-1900, shows buildings laid out on the then existing Academy grounds, whose southwesterly line extended along King George street to Wagner street, as per present boundary, and then straight along Hanover street to the water front.

The plan approved by the Secretary of the Navy October 3, 1900, shows an addition to the grounds extending one block from Hanover street to King George street and from the sea wall to about the middle of the block between Maryland avenue and Gover street, the present boundaries of the yard, leaving three blocks still owned and occupied as private property and forming a projection into the natural boundaries of the yard. The dimensions of this property are about 1,100 by 460 feet.

The chapel, the crowning architectural feature, was designed originally to be located at some distance from Hanover street, but on the plan approved in 1900 its location was changed, so that it is now close to the boundary of the yard.

These three blocks should at the earliest practicable moment be acquired by the Government, either by purchase or condemnation, to properly complete the yard and to interpose between it and private properties an unbroken line; also to enable additional and needed quarters to be built, and to remove the dangers of fire, which, should it sweep over this private property, now occupied by wooden buildings, would seriously endanger the new chapel and other costly and important buildings.

DIVERTED APPROPRIATIONS.

Referring to the recommendation for the purchase of the private property now projecting into and bounded on three sides by the yard, the committee has no means of judging its actual value or the probable purchase price, but its acquirement and use would not necessarily mean any material increase in the already approved expenditure of \$10,000,000 for the new Academy, for there has been debited against that expenditure large sums for purposes having nothing whatever to do with the original plans and not formulated in any way at the time they were made. These sums, aggregating about \$1,000,000, include expenditures for a general naval hospital not on the Academy grounds, for dredging a channel in the harbor, and for changes in cadets' quarters to accommodate an increase of over 100 per cent in the number of cadets, together with the necessary changes in mess room, kitchen, laundry, and storerooms. This sum should be restored to the proper authorities for expenditure in such additional property—lands or buildings—as may be necessary to round out the general scheme of improvements now so far advanced.

ACADEMY GROUNDS.

The general condition of the existing grounds is, so far as concerns the responsibility of the Academy authorities, as good as could possibly be expected at a time when the progress of work has constantly required a large force of employees and while the grounds are still crowded with a number of old buildings in temporary use or in process of demolition. Within the current year many of these buildings will very likely be out of the way, and the yard can then be restored to a more normal condition, provided the contractors shall meanwhile have completed their work.

BUILDINGS.

BANCROFT HALL.

Among the unfinished buildings this calls for special comment on its present state. Originally designed as the quarters for 500 cadets, it was subsequently modified to accommodate 1,000, and is now occupied by nearly 900. Its cost will be about \$3,000,000, and the major part should have been completed under a forfeiture contract nearly two and a half years ago, but it still remains in many particulars in a most unfinished condition.

Defects in construction, especially relating to the extended terraces and mess hall, the responsibility for which seems to be an interminable dispute between the architect and contractors, has made the mess hall an unfit place for the purpose for which it is used. Every rainstorm is succeeded by a long period of constant leaking, which is defacing and destroying the walls and plaster on two sides of the mess room, causing in addition objectionable odors, and if not the possible ultimate destruction of some portion of the flooring or under structure, at least a most objectionable unclean and damp condition. Extreme measures should be resorted to to compel the prompt correction of this trouble and place the responsibility therefor. The fact that the Government has retained 10 per cent of the contract price will not necessarily insure this correction by the contractors, and it may be necessary to take the matter completely in hand and make the changes at their expense, if they be to blame.

SUPERINTENDENT'S HOUSE.

This is unfortunately located, being too near cadet quarters, and although nominally completed as to its main features, it is unoccupied.

It is apparent from a casual inspection that it could not well be put into habitable condition in the matter of decoration and furnishing under several months. The house, however, is unsuitable for its intended purpose, being on the one hand too large and costly to maintain, and on the other, improperly designed if intended for entertainment on any scale.

While roomy and convenient on the upper floors, the dining room, butler's pantry, and the kitchen equipment are woefully inadequate.

The front and side walls which have been added in lieu of terracing, at an expense of about \$11,000, may possibly conserve some useful purpose, but in its present condition it has a particularly unfinished

and unattractive effect, and to reasonably complete the front there must be a further expenditure of fully \$5,000 for a metal fence and gates on the armory side.

Probably the best disposition which can be made of this building is to convert it at moderate expense into cadet sick quarters.

THE CHAPEL.

This is in a state of progress, but it can not be finished for a considerable time. Its appearance is unfortunately seriously marred by the tile and relief covering the dome, where metal should have been adhered to.

ACADEMIC AND ENGINEERING BUILDINGS.

The former is in an unfinished state, but work on it is being very effectively pushed, and it is hoped that occupancy will be possible some time during the coming fall. The latter is completed and regularly occupied.

ARMORY AND SEAMANSHIP BUILDINGS.

Your committee recommends some arrangement whereby the radiation from the skylights may be modified, to relieve the heat generated thereby and make the light less trying. Exercises consuming considerable time often lead to faintings, which should be avoided, if possible. Attention is called to the fact that the doors in the sides of the buildings open inward instead of outward and are only half the proper size. These defects should be corrected at once.

LIBRARY.

The approaching completion of the academic building in which, among other things, is to be housed the library, requires immediate authority to meet the modest requirements of the latter. In the thirty years of its existence there has been no change in its working force, and to-day its increased size demands a larger staff.

There should be a shelf assistant, at \$900 per year, and an additional cataloguer, at \$1,200 per annum. The shelf assistant is required because of the increase in the size of the library and increase in the users of it. The cataloguer is required in order to revise the catalogue and bring it up to date on the lines of to-day. This means changing the size of the catalogue card for the entire collection of 47,000 books and rewriting the cards of such titles as can not be obtained from the Library of Congress.

There would also be needed an appropriation of \$1,000 to purchase the fittings for the new catalogue.

In the matter of binding it is important that the present restriction imposed by law on binding for the Naval Academy library, by the operation of which books may only be bound in cloth or in half sheep, should be removed and permission obtained for binding reference books or valuable books in a more durable material, such as half morocco. This can only be obtained by a change in the public printing law, and would be accomplished by adding the name of the Naval Academy library to the list of seven libraries that are at present excepted from the restrictions of the law.

FINANCE.

Your committee have made investigation of the system pursued in the paymaster's department in the purchase of supplies and the sale of same to the midshipmen, as well as to the officers, and find the business regularly and carefully done, with satisfactory results to all concerned. The method of accounting is thoroughly reliable, meeting all requirements.

The appropriation for improvements is being expended in conformity with the law under which it was made, and as nearly as can be ascertained the percentage of whole work completed is 80 per cent, while it is expected that the approximate time of completion will be in two years. Whether the \$10,000,000 finally provided, even if all available, will be sufficient to complete these improvements is a question which your committee are unable to answer, as they can not anticipate the necessary cost to make good defective work and to cover such extras as the good of the institution may seem to warrant.

NAVAL ACADEMY APPROPRIATIONS.

We can not too heartily recommend the absolute divorce of the provision for the annual needs of the Naval Academy from the general naval bill, and the placing of it upon a parity with that for the Military Academy, its requirements being detailed and considered in a similar manner as those of the latter.

In its enlarged state the Academy should be considered as being past the period of swaddling clothes, and regarded as an institution of sufficient importance to be treated independently, and not as an adjunct to a general bill, consideration of the many requirements of which must necessarily overshadow the urgent and special needs of the Academy. The appropriation for expenses and improvements ought to meet the annual needs, and should be examined on the assumption that the responsible officers in charge may be counted on to fully understand these needs, and to present them without exaggeration. They should not be in continual danger of being lost sight of in considering expenditures for battle ships and navy-yards. The Academy deals with the personnel of the service—its very heart and soul. It should not be subordinated to the requirements of material, for unless that personnel is maintained at the highest standard neither ship nor equipment can reach its proper efficiency.

REPORT OF COMMITTEE NO. 2.

ADMINISTRATION, - RULES AND REGULATIONS, DISCIPLINE, DRILL, POLICE, AND ATHLETICS.

HON. ERNEST W. ROBERTS, *Chairman.*
 HON. FRANKLIN MURPHY. } *Members.*
 MR. STRATHEARN HENDRIE. }

The jurisdiction of the committees must necessarily overlap to some extent. Your committee had investigated and formulated some thoughts upon the subject-matter of the mess attendants under that part of their power which deals with the discipline at the Academy; but another committee having already reported on this matter with practical recommendations, we simply concur in their remarks and conclusions.

ADMINISTRATION.

Your committee finds nothing to criticise in the administration of the affairs of the Academy by the present officials stationed here. However, it is firmly of the opinion that the short detail of commissioned officers, from the Superintendent down, is detrimental to the best interests of the Academy, and it concurs in the reports of previous Boards of Visitors that all officers should be detailed to the Academy for a period of not less than three years.

The request of the Superintendent and commandant for the restoration of enlisted men for the purpose of minor instruction, as assistants to regular officers and for taking care of equipments, should be heeded.

The Superintendent requires an additional clerk and the commandant requires a stenographer. We firmly believe that adequate clerical help should be furnished these officers.

Your committee believe the civilian professors and instructors should be allowed adequate commutation of quarters; that they should have the privilege of purchasing coal and wood at Government rates, and that provision should be made for increased compensation as they progress in experience and efficiency.

RULES AND REGULATIONS.

Your committee is informed that new rules and regulations are about to be promulgated and are now in the hands of the printer. It seems that these have been made necessary partly by the experience of officers here and partly by recent developments; but not having a copy of them before us and not wishing to comment upon regulations which are practically obsolete, we have no comment to make.

DISCIPLINE.

The legislation recently enacted by Congress, together with the wise reorganization of the department of discipline, whereby the commandant is given the assistance of officers of divisions of suitable rank and age, who in turn are assisted by cadet officers and cadet petty officers, has, in the opinion of your committee, so changed the entire attitude of the midshipmen to one another and to the authorities that hazing is now abolished and need never again obtain a foothold in the Academy.

In general the discipline now seems to be in a very high state of efficiency.

DRILL.

Gunnery drill afloat at the Naval Academy having been discontinued some time ago on account of the lack of suitable vessels, the committee, feeling that this is a grave error, recommends that modern vessels, such as monitors, cruisers, torpedo vessels, and submarines, properly equipped, be constantly stationed at the Academy. The committee witnessed with pleasure the various drills afloat and ashore, in which all evolutions were smartly performed, reflecting credit both on the midshipmen and on their instructors.

The appearance of the brigade, however, when in white uniforms would be greatly improved and the comfort of the men enhanced in summer if white caps were made part of the uniform.

Owing to the large increase in the membership of the Academy the two sword masters are unable to give proper instruction to individual midshipmen, and two additional sword masters should be immediately provided. It would be desirable if all four sword masters could be enlisted men, of proper rating or warrant, so they could get the benefit of retirement after years of faithful service.

BAND.

The band of the Academy is the only one in the service, and in fact in either service, which is not composed of regularly enlisted men. It is not known how this anomalous situation grew up, but it ought no longer to continue. The musicians are employed under civil-service rules, and their pay is insufficient. It has accordingly to be supplemented by contributions from officers and midshipmen, which is a condition of affairs not at all creditable to the Government. Some of the musicians are of advanced age and are now barely able to perform their duties. The entire band should be put on a proper basis. It should be composed of enlisted men, and there should be as many enlisted men in the band at Annapolis as there are in the band at West Point. The leader of the band should receive sufficient compensation to secure and hold a man equal at least to the present incumbent.

POLICE.

We find the police service is as efficient and satisfactory as can be expected from the limited number of men provided for that purpose. The police may be divided into three classes:

(a) *Marines*.—The marine force now on board the *Hartford* is not sufficient to furnish the number of guards and orderlies required about the grounds and at the same time the proper number of guards for Bancroft Hall. We recommend that an additional force of 20 enlisted men and 5 petty officers be detailed for service in order that Bancroft Hall may be properly watched and guarded at all times of the day and night.

(b) *Masters at arms*.—These valuable men are in charge of the hired force of cooks and waiters, referred to in another report, and perform the other usual duties of their office. There are at present only 5 attached to the Academy. We think there should be 8 and recommend that the number be increased by 3.

(c) *Watchmen*.—This force now consists of 8 men, who are employed under civil-service rules and accordingly can only be required to work eight hours per day each. They often voluntarily work overtime without extra compensation, and we believe the service is as efficient and satisfactory as can be expected from their limited number. However, the increase in the number and size of the buildings, the number of cadets and visitors, and the enormous value of the property under their care seems to require that the number of these watchmen should at least be doubled, and we accordingly recommend that 8 additional watchmen be employed. We believe it for the best interests of the Academy that the entire force of watchmen should be enlisted men of the proper rating.

ATHLETICS.

The reports of the Boards of Visitors of 1903 and 1904 called attention to the physical training of the midshipmen and made recommendations, some of which have since been carried out. Anthropometric measurements have now been in use for a sufficient length of time to be of value in determining the physical condition of the midshipmen, and an examination of a considerable number of them, taken at random, shows a gratifying improvement in the physique of the midshipmen. But the facilities for training are utterly inadequate. Immediate action should be taken to provide a new gymnasium and not less than two additional instructors in boxing, wrestling, and general gymnastics. Out-of-door sports are now encouraged at the Academy in so far as the other duties of the midshipmen permit. This wise policy should be continued.

REPORT OF COMMITTEE NO. 3.

*ADMISSION AND DISCHARGE, STANDARD OF SCHOLARSHIP,
OFFICERS AND OFFICIALS, AND PRACTICE CRUISE.*

Hon. ALEXANDER W. GREGG, *Chairman.*
Mr. FRANK J. SPRAGUE,
Mr. STRATHEARN HENDRIE, } *Members.*
Mr. GEORGE P. BLOW,

ADMISSION.

It is believed by the committee that the standard of mental preparedness before entering the Naval Academy is too low, and that the entrance examinations are below the standard required by the average college. The large number of technical studies pertaining exclusively to the requirements of naval officers should receive so much of the attention of the midshipmen as to leave no time to devote to English, lower mathematics, and other preparatory studies.

An arrangement should be made to accept in lieu of admission examinations, certificates and diplomas from accepted schools of prescribed standards of scholarship, such as high schools, colleges, and State normal schools. This system has been adopted at the West Point Military Academy, and seems to have worked well there. We can see no reason why it should not work well at the Naval Academy. It would certainly minimize the expense of attending the various preparatory schools. The evils of these preparatory schools consist not only in the heavy expense to candidates, but in the demoralization of young men or boys let loose upon the streets without control or discipline.

Arrangement should also be made for the physical examination of candidates for admission to the Academy at the place most convenient to their residence and where there exists an army or naval medical board or a marine-hospital board. In many instances the candidate, after demonstrating his mental efficiency, fails on the physical examination. As this examination can only be taken at Annapolis, he is thus necessarily subjected to heavy expenses, often falling on those but little able to afford it. This wrong can not be too speedily righted.

DISCHARGE.

We repeat the recommendation of former Boards, that a midshipman who has been dismissed because of deficiency, either in his studies or conduct, should not be eligible for reappointment without the consent of the academic board, and not then when his record has fallen below a specified standard, such standard to be established by that board.

The question of discharge, which is largely a question of fitness for service (mentally, morally, and physically), must necessarily be left to the discretion and judgment of the academic board. This board, composed of 11 honorable and capable officials, is much better qualified, both from training and experience, to judge on this subject than outsiders can possibly be. If this authority were vested in one man it might possibly happen that prejudice or injustice could affect the future of a midshipman, but with a board of competent and honorable men, each having the honor and good of the Navy at heart, such discrimination would be improbable, if not impossible. The decision of dismissal by the board should be final, as the reversal of its decision or reinstatement of a dismissed midshipman is not only demoralizing to the discipline of the Academy, but is also an encouragement to the indolent and inefficient.

STANDARD OF SCHOLARSHIP.

At present the requirements of our increased Navy have made it necessary for the graduation of midshipmen in February, four months ahead of their regular time, and this year an attempt is to be made to graduate some of the cadets a full term ahead of the regular time. By the end of another year, however, the full four years' course should be restored, as it is not possible to meet the demands of the prescribed course of study within a less time.

GRADUATION AND COMMISSION.

The graduates of the Naval Academy go out into the world to assume duties imposing upon them to an unusual degree grave responsibilities. They eventually command floating property costing millions of dollars and manned by hundreds of men, which, not alone in times of war, but in those of peace, may by a single error of judgment, due to lack of training or experience, be totally lost. Moreover, they may at critical times occupy a position of the greatest delicacy in affairs of international character. Curtailment of instruction is therefore especially to be deprecated, and they should, so far as lies in the power of the Government, be sent fully equipped to the active fulfillment of their duties.

At the end of the academic course the midshipmen should be graduated with rank of ensign, and the two years' probation after leaving the Academy should be abolished, as has been recommended in the reports of sixteen previous Boards. While at the Academy all students are on an equal basis in the matter of instructors, hours, and course of instruction. There they can fairly compete with each other, and their relative standing can be justly determined. After graduation they are, from no fault of their own, placed in environ-

ments varying in character, some perhaps particularly advantageous and others adverse. It is inequitable that the final relative standing of cadets should be made contingent upon probation under such unequal conditions.

Furthermore, the entrance age has been raised from 14 to 18 years to 16 to 20. In any event the average age at completion of a four years' course is quite sufficient, compared with experience in civil life and likewise with those on board our ships, to warrant the fixing of the relative standing of the men at that time and of then placing them in positions of moderate and fair responsibility. At present, if disabled in the service during the probation period, a midshipman has no right whatever of retirement with rank or pay.

It should be stated that in the sister Academy the West Point graduate is immediately commissioned a second lieutenant, the grade corresponding with that of ensign, and common fairness demands that the graduates of the two schools should be treated on an equal basis.

OFFICERS AND OFFICIALS.

At present the number of officers at the Academy is inadequate, and the loss to our future officers—those now being trained—is inestimable. The Department must now decide between a substantial increase of officers and instructors and a sacrifice of efficiency. It must devise some method of detailing and keeping detailed at the Academy sufficient officers to efficiently train those who are hereafter to maintain the honor and efficiency of our Navy. We appreciate the difficulty, under present conditions, of detailing from the active list the needed number of officers at the Academy, and also of supplying the other needs of the service. We believe, however, that the condition may be relieved by detailing for the Academy enough officers from those recently placed on the retired list to supply the deficiency. This plan should, however, only be temporary and until we shall have educated enough officers to supply all demands, because we believe that the midshipmen should be kept in touch with officers who continue to go to sea, and who are familiar with and used to handling the most modern ships, and are, therefore, capable to instruct as to all of the most modern demands of the service.

While some of the departments can be, and are now generally, filled by civilian instructors with entire satisfaction, it must be remembered that discipline must be taught by example as well as by precept, and that an instructor brought up under the military system of training as actually practiced in the naval service is much better qualified to set such an example than one not having had such experience. The importance of this point is emphasized when one remembers that the studies of the fourth class, where this example and instruction is imperatively necessary, consist almost entirely of nonprofessional branches; and if civilian instructors are employed, these midshipmen will lose the instruction and example so urgently necessary at that particular and most receptive time in their course of instruction.

The number of officers needed for duty at the Naval Academy during the academic year 1906-7 is shown below, as is also the number now at the Academy (including those attached to vessels making the

summer cruise). The number of officers needed is based on the assumption that on October 1 next there will be 800 midshipmen in the brigade, and that professors of mathematics and civilian professors and instructors will be available as heretofore.

	Disci- pline.	Sea- man- ship.	Ord- nance and gun- nery.	Navi- gation and me- chan- ics.	Marine engi- neering and naval con- struc- tion.	Mathe- matics.	Physics and chem- istry.	Eng- lish and law.	Modern lan- guages.	Total.
Present	5	3	7	7	6	4	5	0	0	37
Oct. 1, 1905	5	4	9	11	14	7	9	1	1	61
Needed	6	9	9	14	23	17	13	4	3	98
Number of instructors short										37
Executive officer for Hartford										1
Aid to Superintendent (secretary academic board)										1
Ships in reserve and torpedo boats (estimated)										4
Total short on Oct. 1 next, assuming that same number of officers will be present as at the beginning of the last academic year										43

Believing that all instructors, except those in the department of modern languages, should be officers, this number (43) should be increased by 17 to take the places of that number of civilian professors and instructors now at the Academy.

We are of the opinion that all assignments of officers for duty at the Academy should be for three years. This rule should especially apply to such as are heads of departments; and the assignments should be so arranged that only a portion of the detail for a given department should be changed at the end of each year.

It requires no argument to demonstrate, it is self-evident, that frequent changes in the corps of officers and instructors is unwise and detrimental to the efficiency of the Academy.

PRACTICE CRUISE.

On the 16th day of this month the brigade of midshipmen start upon their annual summer cruise. The following shows the character of instruction, exercise, and training which will be given them on such cruise:

The instruction will be practical as far as possible. Little use will be made of text-books and theoretical instruction generally. The midshipmen will be taught practically the organization, routine, drills, construction, and material of the vessel upon which they serve.

First-class men will be given instruction in the duties of deck, boat, and signal officers and, when practicable, be given practice as such.

Divisional officers will be required to instruct and drill the midshipmen in their divisions in everything concerning those divisions and in the duties as deck and signal officers. The instruction will include all that pertains to the guns, mounts, breech mechanisms, equipment, drill, and subcaliber practice of the division; also the deck fittings, boat cranes, windlass, motors, water-tight hatches, doors, magazines, storerooms, drainage, ventilation, pipes, valves, etc.; ammunition supply and the ammunition used by the division. Instruction in ordnance, navigation, and marine engineering will be assigned

to regular periods. Thorough instruction in turrets will be given on board the monitors.

Midshipmen of the first class will, when practicable, be detailed for duty as mates of decks, and to conduct the drills of the junior class men, and they will be employed in any other available duty where a sense of responsibility may be cultivated. They will also be detailed for watch duty in the engine, fire, and dynamo rooms.

Second-class men will be regularly detailed as midshipmen of the quarter-deck, as signalmen and in the engine and fire rooms. All classes will be instructed and practiced in steering. Special details will be arranged so as to interfere as little as possible with the routine drills, exercises, and divisional instruction.

It occurs to us that this is an admirable programme for putting into actual practice and utility the technical knowledge they have acquired from the course of study.

REPORT OF COMMITTEE No. 4.

MESS ARRANGEMENTS, ETC., COMMISSARY, AND HYGIENE
COMMITTEE.

Brig. Gen. C. A. WOODRUFF, *Chairman.*
HON. FRANKLIN MURPHY, } *Members.*
MR. GEORGE P. BLOW, }

Your committee begs leave to submit the following report of its observations and conclusions:

The committee visited the midshipmen's store, bakery, kitchens, serving rooms, mess hall, storerooms, refrigerators, ice machine, and laundry of the midshipmen; examined and tested the stores; examined the menus; ate with the midshipmen, and inspected the employees.

The food is generally of excellent quality and abundant in quantity. The kitchen furniture is fairly good. The mess furniture is plain, substantial, and sufficiently good. One of the ovens in the bakery is good, the other is inadequate and inferior. The wooden furniture in the bakery is poorly constructed of inferior woods. The ice and refrigerating machine seems to be an excellent one. Care is taken to secure wholesome food. The officer in charge takes his meals with the midshipmen and is compelled to report upon the quality of each and every article served during his tour of duty, and midshipmen can complain to him of any article supplied.

From a sanitary and hygienic standpoint, pure water is perhaps the most important article to be considered. Up to the present time the water for the Academy has been obtained from the regular city system, and has been generally considered as of fairly good quality, but subject to more or less contamination and discoloration on account of freshets, storms, etc. It also lacks necessary pressure for fire purposes. The new water supply, which is now in process of preparation, will consist of two artesian wells of 8 inches in diameter, giving a capacity of 144,000 gallons per day. This water has been thoroughly analyzed and, while containing a great deal of iron (which is not injurious for drinking purposes), is otherwise considered very pure. The iron, however, makes the water objectionable for washing, bathing, and laundry purposes, and to obviate this difficulty extensive set-

ting tanks are being constructed for the purpose of precipitating the iron and eliminating this difficulty. It is believed that when these improvements are completed the water supply will be entirely satisfactory both as to quantity, quality, and pressure.

Connected with this subject is the ice supply. Artificial ice is manufactured at a plant owned by the Academy. The ice is made from water filtered and distilled, and is therefore nearly pure. The supply is ample, but comparatively little is used by the midshipmen directly, the water for drinking being cooled by the refrigerating apparatus.

Second only in importance to the water system is the milk supply. At the present time the midshipmen consume about 230 gallons of milk per day. This is purchased from a dairy 5 miles from the Academy. This dairy is frequently examined, suspected animals are isolated, and diseased ones are promptly killed on the place. Frequent examinations of the milk are also made, and it is now considered as excellent in quality. The condition at present is as satisfactory as it probably can ever be under a contract system, as great care is taken by the officer in charge, as was also done by his predecessor, in securing pure milk.

The milk is received from the dairy and is transported in wagons directly to the cold-storage rooms, where it is kept at low temperature until actually used. Owing to the distance, however, it is impossible to keep the temperature of the milk below the necessary 40° during the time of transit, and as a result the number of bacteria must increase enormously during this necessary interval. In view of this fact, and having due consideration for the vast importance of a milk supply, the committee believes that it would be in the interest of economy, hygiene, and discipline if the Academy owned and controlled its own milk supply. It is suggested, therefore, that a portion of the Government lands in close proximity to the Academy grounds be allotted for the purpose of establishing a sanitary dairy, same to be under the charge of the commissary department, and that the necessary funds for the buildings and installation of the necessary machinery be provided. It is believed that not \$15,000 would be required for this purpose, and that this dairy could be made self-supporting and could even earn a small fund in addition, if desirable, which could be applied to the mess, etc.

In this connection your committee also recommends that this dairy shall be of sufficient size to supply the milk necessary for the families of officers on duty at the Academy, milk to be sold at a price which shall fully cover all expenses incident thereto, including depreciation in plant, etc.

The report of the senior medical officer for the first quarter of this year shows only 36 cases of sickness (all slight) due to stomach troubles, caused by food or drink.

During this quarter the percentage of sick from all causes was only 1.1, and, indicating the lightness of the cases, the average was four and three-fourths days. The number of sick has constantly decreased since the midshipmen moved into Bancroft Hall.

The administration of the laundry is efficient and economical, in spite of adverse conditions incident to rebuilding and to the change of plans caused by the increase in the number of midshipmen from about 400 to about 1,000.

In this connection the committee desires to recommend that the laundry facilities should be sufficiently increased to enable the laundry to do the laundry work for officers and their families at the Academy at a reasonable cost, which shall fully cover the extra expense for the operation and maintenance.

The necessity of this from a hygienic standpoint is self-apparent, for the reason that under present conditions it is impossible for the midshipmen's laundry to do the work. The result is that the laundry of the officers and families is sent to different places in town where diseases are liable to be contracted at any time or vermin brought into the yard, and if so contracted the midshipmen are exposed to it, and the medical officers of the Academy are compelled to attend to the sick. The importance of this is greatly in excess of any extra expense and, in the opinion of the committee, should be at once carried into effect.

This is more especially necessary in the case of the members of the hospital corps, who at the present time are compelled to have their laundry work done outside.

BANCROFT HALL.

The heating, ventilating, and drainage of the dormitory portion of Bancroft Hall are excellent. The bathing and toilet facilities leave little to be desired. The shower baths in the closets off the living room are generally preferred to the tub baths in the basement. The natural light in the living rooms and the academic building is satisfactorily arranged.

The matter of artificial light is being given great attention, for while the lights now in use are good, the number of cases of myopia developing, amounting to 5 per cent annually, has caused great attention to be given to this subject, and experiments are being made by the senior medical officer to determine generally the best style of light.

The old sick quarters are practically in process of removal. The new sick quarters are entirely unfit for the purpose intended.

We have to report, after a careful examination of the rooms assigned the medical department for sick quarters of midshipmen, in Bancroft Hall, as follows:

Situated in the top story of the central portion of Bancroft Hall are three rooms, and two or three small dependent rooms, located on each side of the floor, the two groups separated by a corridor running along the front of the building. These rooms would accommodate about 28 beds if all were used as wards. In the basement of the corridor connecting Bancroft Hall and the Armory are five rooms designed for use as a dispensary. This dispensary is distant 665 feet on a base line from the stairs or elevator leading to the sick quarters.

These designated rooms are believed to be unsuited for sick quarters and dispensary for the following reasons:

First. The rooms assigned the medical department should be compact and grouped together. Constant communication will be necessary between the sick quarters and the dispensary. To have them so situated as to require each time that a person shall walk about 225 yards and ascend six stories will entail a great deal of unnecessary labor and tend to inefficiency in administration.

Second. The situation of the sick quarters on the top floor of the building, aside from its separation from the dispensary, is undesirable. Although the air and outlook are good when one is once there, and there is an elevator, still it is to be expected that the elevator will at times be out of order, and at such times the climb to the top of the building will be fatiguing for the sick and their attendants.

Third. In connection with the question of the height of the location is the question of water supply. The experience in the present sick quarters is that with the present water supply the third story can not be used for strictly hospital purposes, on account of the difficulty of getting running water. During the recent epidemic of typhoid the patients had to be removed to the lower floor for this reason. It is but reasonable to expect that with the same water pressure the water supply on the sixth floor is going to be more inefficient than that of the third floor. It is understood that the theory of these quarters is for the treatment of emergency cases and simple cases that will probably need treatment for only a day or two. An entirely unlimited supply of both hot and cold water is absolutely essential in any hospital where emergency cases are to be treated, because baths of various temperatures enter very largely into the proper treatment of this class of cases. It is well known that without water facilities sick quarters can not be used for this specific purpose.

Fourth. An important class of cases that will demand treatment in the sick quarters is that class in which a patient is so injured or becomes so helpless as to have to be carried from some other point to the sick quarters on a stretcher, or in which a patient has been admitted to the sick quarters for some apparently trivial sickness which develops into a serious disease, as pneumonia, typhoid, appendicitis, etc. Such cases will be constantly occurring in such a large body of men as the present corps of midshipmen. Such cases must be handled in a stretcher. The elevator communicating with the present sick quarters is so inaccessibly located that on the ground floor it can only be reached by carrying a stretcher a considerable distance to or from an ambulance or by taking the patient through a window in the serving room of the kitchen.

Having reached the elevator, the stretcher with its poles can not be placed in the elevator. It must be set down, the poles withdrawn, and then handled by hand, all this to the inconvenience of the bearers and to the discomfort of the patient. Having arrived at the sick quarters floor, it is found to be almost impossible, on account of the narrowness of the passages and the angles they make with each other, to carry a stretcher patient into the wards. It might be possible, with difficulty, to get a patient in, but it will probably be impossible to take one out of the wards, as a patient who has to be moved to a hospital would be so sick that the necessarily rough and awkward handling of a stretcher would be positively dangerous; for instance, such manipulation of a typhoid case might easily cause a perforation or hemorrhage of the intestine.

It is submitted that these last two objections should be sufficient of themselves to reject these apartments for sick quarters.

Fifth. There is no sink for washing glass and crockery ware, nor any means provided for compounding medicine. It is impractical wherever a special medicine or emergency dose is needed to send to the distant dispensary for it.

Sixth. As mentioned above, in the rooms at present assigned, 28 beds could be placed; however, not all of these rooms could be used for wards. One would have to be used for a mess room. The sick would have to have attendants, and no provision is made for nurses, so at least one of the rooms must be used for the nurses. It is probable that at least three of these rooms would have to be used for other purposes than beds for patients.

Seventh. There will need to be a small operating room for minor operations and for use in administering first aid to the injured, many of whom apply for such treatment. No room in either part of the assigned quarters is set apart for an operating room.

Eighth. The ventilation of the rooms assigned for sick quarters does not appear to be sufficient. There are two small registers near the floor in each room. They may supply fresh air, but there is no provision for carrying off the foul air which would be in the upper part of the room near the ceiling.

Ninth. One of the most important of the duties of the medical department of the Naval Academy is the examination annually of about 900 midshipmen for promotion from one class to another and about 400 midshipmen for admission. These examinations, at best, consume much time and are of vital interest to the persons examined. To properly conduct these examinations it is absolutely necessary to have a commodious room—one at least 30 feet long and 26 feet wide. There must be good light and freedom from disturbing noise, and connected with this room there must be a dressing room. No such room is provided in either the sick quarters or dispensary. Without such a room it will be impossible to efficiently and expeditiously carry on these important examinations.

Tenth. The senior medical officer needs a commodious office for the proper direction of the medical affairs of the station, and connected with it an office for the necessary clerical work, in which records of the station would also be kept. No accommodation for such office is provided without still further taking away from wards designed for the sick.

Eleventh. A suitable dispensary needs two rooms for consulting rooms, two connecting rooms for waiting rooms, one dressing room, one room for office and dispensary, and one room for compounding and storing medicines—or seven rooms in all. The present dispensary has five rooms, and the work of the morning and evening sick calls can not be carried on with that number.

Twelfth. No provision has been made for offices for the use of the dentist, a department which has become of great importance to the institution in the case of the teeth of the midshipmen. There should be at least two rooms assigned for this purpose.

In view of the facts as set forth above, the committee is of the opinion that the sick quarters in Bancroft Hall assigned for the use of the midshipmen are impractical and inadequate for the purpose.

A new building for sick quarters is imperatively demanded. There is a building now at the Academy that, by the expenditure of not exceeding \$2,000 and without the removal of a single partition, can be placed in first-class condition for sick quarters for the midshipmen. As shown by the report of another committee of this Board, this building is not properly planned for the purpose originally intended, but is most suitable, almost ideal, for a midshipmen's hospital, and this

is the building designed originally for the Superintendent's quarters. It has modern ventilation, is ample in capacity, not only for rooms for the sick, but for the dispensary, the examination rooms, and for board rooms. The senior medical officer informs the committee that this building would be entirely satisfactory to him; and in view of the fact of the urgent necessity for proper sick quarters, which does not now exist at the Academy, and in view of the further fact that this building is entirely unsuitable for the purpose for which it was originally intended, and is central, convenient, and easy of access, your committee earnestly recommends that this building be designated as the sick quarters for midshipmen.

Attention is invited to a report of an expert examination of the eyes of midshipmen and the folly of waiving the deficiency found by the medical officers and admitting the candidate. It is unjust to the individual and more unjust to the service.

The midshipmen's store contains a full assortment of needed articles, well purchased, and the midshipmen purchase at 5 per cent advance, which pays all expenses of the store. The commissary hopes to soon reduce this percentage.

In this connection the committee would state that, as an indication of the cost and quality of articles furnished in store and to the mess, the officers on duty at the Naval Academy purchase extensively for their private use.

There are three matters that demand immediate action.

First and most important is that the employees for the midshipmen's mess, including cooks, stewards, bakers, pantrymen, and waiters, should be enlisted for special service, for the following reasons:

Most of these are from the most undesirable class in Annapolis and vicinity, but are the best obtainable. They are extremely filthy in their habits, and it is almost impossible to make them decently presentable. They can not be subjected to the necessary strict discipline nor to hygienic control, and their filthy habits can only be corrected through actual personal observation, and the only penalty that can be inflicted is discharge, and the only relief in that case is to substitute for the discharged man another equally filthy and equally inefficient. If these mess attendants were enlisted, men would be secured who would have some pride in the position relatively permanent and who could be educated and trained not only in their duties, but in decent habits and conduct. They would be subject to the hygienic inspections by the surgeon and discipline by the academic authorities. In his sanitary report for 1905 the senior medical officer said:

An undoubted source of contagion is thus established, as well as a most likely means of conveyance, and it may be safely stated that the infection was brought from Annapolis by the workmen employed in the buildings or by the mess-hall attendants, and more likely the latter. These servants have always been a serious source of trouble and embarrassment to the Naval Academy. They are negroes from Annapolis—civil employees—who pass daily in and out and sleep in their insalubrious lodgings in the town. They are not under naval discipline and are, as a rule, the most worthless and irresponsible of their class—ignorant and unwholesome, possessing only the clothes they stand in, and total strangers to a bath. They are even worse at this time than in former years, as the better negroes, formerly available, are now attracted by the higher wages paid by the contractors on the spot while the building operations are going on, and only those rejected by the contractors will accept the mess-hall employment at \$10 a month. With the recent great expansion in the

number of midshipmen at the Academy, 100 of these servants will be required, and as their duties bring them in close contact with the kitchen, mess hall, and dormitories it becomes an imperative necessity to correct this evil, if possible, and to devise some better solution of the servant problem. The midshipmen are surely entitled to better attendants, and this recent outbreak of diphtheria is a convincing proof that under the present system these objectionable negroes are a grave menace to the health of the Academy.

It should be stated that fine toilet facilities—bath and clothing lockers—are furnished for these attendants, who only use them upon compulsion.

Second. The committee found that the kitchen, serving room, and mess hall were not in that hygienic, cleanly condition that the necessity demands, and it is impossible that they should be, for two reasons: One is the poor character of the employees, as stated, and the other is that owing to faulty construction of the kitchen, serving room, and mess halls there is no drainage, the floors can not be flushed, all refuse must be carried out of the building by hand, and the floors can only be scrubbed by hand, with moderately wet mops, surplus water being removed with shovels into buckets. When it is understood that the floor of the mess hall alone contains over twenty-two thousand square feet, the difficulty of properly performing this under present conditions can be recognized. The floor of the mess hall at the present time is of wood. Owing to the dampness of the hall, due to the faulty construction of the ceiling, which is the floor of the terrace, this floor can never be thoroughly washed without danger of leaving the room so damp as to be in an unfit condition for habitation. Therefore this wooden floor should be replaced at once with terra-cotta tiling and properly connected with the drain, which has heretofore been mentioned. The floor of the mess hall is 8 feet above mean low water and the kitchen 11 feet above, so that the drainage problem is not a difficult one. *These two changes in construction and change in the personnel should be attended to without delay.*

The tiling in the bakery, owing to the changes in temperature, poor quality, and inferior workmanship, is cracking, peeling, and falling off and should be replaced by a slate, marble, or cement wainscoting.

The average cost of living per man per day is about 70 cents (including 7 cents per man per day for laundry charges). This expense includes hiring of employees, purchase of supplies, furniture, linen, and table fixtures. Stores are purchased in the open market, at Baltimore, Md., by the paymaster in charge of the commissary and shipped by the seller to the Naval Academy in a refrigerated car, where the supplies are carefully and intelligently inspected. It is only just to the present commissary and his immediate predecessor to state that from all the committee could ascertain the mess has decidedly improved under their administration in the face of trying conditions incident to reconstruction and increase of midshipmen.

REPORT OF AN EXPERT EXAMINATION OF THE EYES OF MIDSHIPMEN.

In accordance with your direction, I herewith submit the following report and analysis of the eye cases examined at the United States Naval Academy May 15, 16, 17, 18, and 19, 1906.

These cases may be classified as follows, viz:

Progressive or acquired myopia.....	60
Progressive or acquired myopia with compound myopic astigmatism.....	22

Simple myopic astigmatism.....	12
Mixt astigmatism	4
Hyperopia and hyperopic astigmatism.....	5
Opacities of the cornea.....	4
Floating opacity in the aqueous humor.....	1
Eye strain	26
Total.....	134

The myopia cases with the cases of myopic astigmatism may be considered as of the same class, because they all have a common cause and a common result. The common cause of all these cases is the gradual disintegration of the tissues of the eyeball with an elongation of the entero-posterior diameter, superinduced by excessive near work—that is, work excessive for these particular eyes, for eyes are like individuals, and what may be excessive for them might only be moderate work for eyes more nearly normal in endurance. The common result in all myopic eyes is the more or less gradual shortening of the range of distant vision, making it necessary to use correcting glasses constantly to bring the distant vision up to normal. In civil life the wearing of glasses constantly to improve distant vision may or may not be important, but in the life of an officer in the Navy, who must stand a watch, read signals, or do duty in the engine room or gunnery chamber, the fogging of the glasses at a critical moment may cause disaster to the fleet, the ship, and the lives of his shipmates, to say nothing of the property value of the Government. The argument has been advanced that the Government should get some return for the expense of educating these myopes up to the time of the development of their myopia, but it would appear that it would be infinitely wiser for the Government to take its own loss quickly rather than assume the risk of losses of unknown magnitude in the future.

Excluding the cadets who had their defective vision waived at the time of their entrance into the Academy, amounting to something over 2 per cent, taking the total number at 850 at the present time, the percentage of myopia developing among those who had normal vision at entrance is only about 5 per cent annually. Acquired myopia may be termed an academic disease. It occurs in the public high schools and in the colleges in this country at the rate of from 35 to 45 per cent. In the gymnasiums of Germany at about the same rate, but in the German universities it reaches over 60 per cent. The low percentage in the Naval Academy is due to the careful selection and rigid examination by the medical board of examiners. In view of the number of applicants available for cadetship and the comparatively small number of myopes who develop at the Academy, it does not, on the score of economy, seem reasonable to retain an element in the naval service who may prove a menace to the prestige of the service, to the lives of their shipmates, and to the property of the Government.

When it is fully understood that absolute rest from near work, and the wearing of concave glasses permanently and constantly, are the only means known to science to arrest the progress of acquired myopia, it does not seem just, looking at the question from the standpoint of the welfare of the cadet himself, to allow him to continue his work at the Academy. Many of these cases progress so rapidly that vision is reduced to one-eighth or one-tenth of the normal in a few weeks or months. Such was the case of Cadet M——, who was recently forced to resign because he had become practically blind, in one eye at least, from acquired myopia. There are several cases marked "rapid" among those I have just examined, who, I fear, will go much the same way. In cases of acquired myopia there are usually many complicating conditions. Spasm or cramp of the ciliary muscle is very common. Sometimes it assumes a form which increases the degree of nearsightedness largely, and after a long period of rest from near work the shortsightedness seems to decrease, but is not entirely removed. As soon as the eyes are put to work the progress of the real myopia again begins.

This condition is illustrated by the case of Cadet T——. Two years ago I found the vision of his right eye was twenty-fortieths, or fifteen-twentieths, navy standard, and that of his left eye was twenty-twentieths. This year the vision of his right eye is twenty-fortieths, or fourteen-twentieths, navy standard, and the vision of his left eye is twenty-fortieths, or ten-twentieths, navy standard. The vision in his left eye has fallen one-half, notwithstanding he has been out of the Academy for a year and had his eyes treated by an oculist during that time. Myopic astigmatism is an almost constant accompaniment of acquired myopia. Indeed, I very much doubt if a single case of acquired myopia ever existed

which did not have at some time in its history some degree of myopic astigmatism. Dr. S. D. Risley of this city has made acquired myopia a special study, and he has made the declaration, which is unchallenged, that under school work he has seen hyperopia or farsightedness frequently change to farsighted astigmatism, and this in turn change to myopic or shortsighted astigmatism, and this end in acquired myopia. Thus farsightedness may result in nearsightedness "by the 'turnstile' of astigmatism" under too severe a stress of near work. I mention these complications of acquired myopia because some one of them is usually seized upon in the efforts that are sometimes made to controvert the diagnosis in cases of this disease. This disposes of 94 of the 134 cases examined.

There are four cases of mixed astigmatism. These may or may not progress in degree. Should they prove to be but "turnstiles" to acquired myopia the refraction will change with time. In any event what has been said about the danger of wearing correcting glasses constantly in the naval service applies to these cases, for constant correction for mixed astigmatism is absolutely demanded during the lifetime of the patient to give him normal vision.

The five cases of hyperopia and hyperopic astigmatism have begun to show some disintegration in the eye ground of these eyes. They have not progressed far enough to prognosticate their future with certainty. I have therefore advised the wearing of correcting glasses for near work only, with as much rest as possible to the eyes during the summer cruise.

Although from the reports I have heard about the value of the so-called "rest glasses" during this examination, I am almost confirmed in the opinion that rest glasses are of more value to the oculist than to the patient, particularly when they have to be changed frequently. I noted four cases of opacities of the cornea without evidence of other changes in the tissues of the eyeball. I can not say what may be the result in these cases. In two of them distant vision is reduced below normal. In none of them is vision improved by glasses of any kind.

There was one case of floating opacity in the aqueous humor which is probably due to the systemic condition of the patient. Twenty-six cases are classed as eye strain—some of them had no reduction of distant vision, and none of them had changes in the eye grounds sufficiently definite to base a diagnosis on.

In conclusion I desire especially to call your attention to the cases of Cadets S——, third class, and R——, third class, whose myopia is progressing with great rapidity, and unless checked by absolute rest from all near work for an indefinite time, with such concave correcting glasses as they may need for constant but permanent wear, will in my opinion end in practical blindness.

Midshipmen pay for all mess-hall equipage and labor and all laundry labor.

Employed in mess hall:	Per month.
1 steward	\$100
1 assistant steward	50
1 chief cook	75
1 head waiter	60
1 assistant head waiter	40
1 assistant head waiter	30
3 assistant cooks (each)	25
1 assistant cook	23
7 assistant cooks (each)	20
1 assistant cook	19
4 assistant cooks (each)	17
1 cook (hospital)	25
1 bread man	25
1 storeroom man	25
1 butter man	23
1 linen man	25
1 assistant linen man	15
1 dish-pantry man	23
1 assistant dish-pantry man	15
1 coffee man	25
1 assistant coffee man	18
2 pantry men (each)	15

Employed in mess hall—Continued.		Per month.
1 in charge of boys' room		\$20
One waiter to about every 10 midshipmen. Waiters receive \$12, \$11, and \$10 a month.		
2 bakers		40
1 assistant baker		25
Laundry employees:		
1 foreman		125
1 washer		17
2 washers (each)		15
8 sorters (each)		15
4 mangle women (each)		15
2 dry-room women (each)		15
2 starchers (each)		15
22 helpers (each)		15

The Board of Visitors begs leave to recommend:

1. The early acquirement, by purchase or condemnation, of the three blocks of ground, now privately occupied, which are necessary to enable the yard to be completed to the natural boundary of King George street and to remove the existing menace from fire.

2. Every effort to complete Bancroft Hall at the earliest moment and to correct the effects due to the present construction of the terrace and ceiling extending over the mess hall and the drainage under it.

3. That the architect and contractors shall be held jointly responsible, as far as possible, for the defects in construction and delays in completion of the necessary repairs in connection with the terrace and mess hall, and should satisfactory progress not be immediately made that the Government undertake this correction, paying for it out of the reserve which is held back, and without architect's fee.

4. Immediate changes in the size and opening of the doors in the armory and seamanship building and modifications in the skylights, as recommended in detailed report.

5. That the new unoccupied Superintendent's house shall be converted into sick quarters for the cadets at an expense not exceeding \$2,000, and other provision be made for the Superintendent's residence and for such additional officers' quarters as are necessitated by this change.

6. Provision for the library of a shelf assistant at \$900 per annum and a cataloguer at \$1,200 per annum, and in addition the sum of \$1,000 to purchase the necessary fittings for the new catalogue.

7. That the Naval Academy library shall be added to the list of seven libraries that are at present exempted from the restrictions of the public-printing law.

8. The entire separation of the appropriation for the Naval Academy from the general naval bill, and the preparation of detailed estimates similar to those made for West Point.

9 That the detail of all officers to the Academy be for periods of not less than three years.

10. That additions be made to the police and other enlisted forces attached to the Academy as follows:

(a) Twenty privates and five noncommissioned officers of marines.

(b) Three additional masters-at-arms.

(c) Eight additional watchmen who, with the members of the present force, shall be enlisted as masters-at-arms.

(d) Petty officers and other enlisted men of various grades for the purpose of minor instruction, as has heretofore been the practice.

11. An additional clerk for the Superintendent.

12. A stenographer for the commandant.

13. Commutation of quarters for civilian professors and instructors, with the privilege of purchasing coal and wood at Government rates.

14. Longevity pay for professors.

15. That modern vessels be constantly stationed at the Academy for the purpose of instruction.

16. White caps for the midshipmen.

17. Two additional sword masters and two additional boxing and wrestling masters, and that all of these instructors should be enlisted men of proper rating or warrant officers.

18. An enlisted band of the proper size, with adequate compensation to the musicians and to the band master.

19. Energetic action to provide the new gymnasium.

20. The establishment of a sanitary dairy of sufficient capacity to supply the midshipmen's mess and the officers on duty at the Naval Academy, the users to pay a price sufficient to fully cover all expenses incident thereto, including depreciation in plant.

21. That the capacity of the midshipmen's laundry be increased to enable the laundry work for officers and families at the Naval Academy to be performed at a cost which shall fully cover the extra expense for operation and maintenance.

22. That the employees for the midshipmen's mess, including cooks, stewards, bakers, pantrymen, and waiters, shall be enlisted for special service.

23. That a suitable drain for the midshipmen's kitchen, serving room, and mess hall shall be constructed.

24. That the wooden floor of the midshipmen's mess hall shall be replaced by terra cotta tiling.

25. That the tiling in the midshipmen's bakery shall be replaced by a marble, slate, or cement wainscoting.

26. That arrangement be made to receive from accepted schools, such as high schools, colleges, and State normal schools, the certificates of these schools in lieu of admission examinations now held.

27. That the physical examination of candidates for admission to the Academy be held by that army or naval medical board or marine-hospital board existing most convenient to the residence of the candidate.

28. That a midshipman who has been dismissed because of deficiency, either in his studies or conduct, shall not be eligible for reappointment without the consent of the academic board, and not then when his record has fallen below a specified standard, to be established by the academic board.

29. That the course of study at the Academy be established and maintained at four years, and that midshipmen who are successfully graduated at the end of this course be commissioned as ensigns in the Navy.

30. That the detail of officers of the active list of the Navy for duty as instructors and heads of departments be considered as having equal weight with any other duty, and that the number now on duty be increased to meet the imperative needs of the Academy.

31. That a style of chair with a back less concave and less liable to produce round shoulders and narrow chests on growing youths be substituted for the type of chair now in use in the living rooms and mess hall of Bancroft Hall.

CONCLUSION.

The Academy has been passing through a very trying period in the reconstruction of its buildings, during which time the number of midshipmen has been increased from about 300 to 900.

The interference with routine consequent upon the daily coming and going of 3,000 workmen, the noise and confusion of the erection of these buildings in the immediate vicinity of the recitation rooms, and dispersion of the midshipmen in the widely separated quarters, and, finally, the inadequate number of officers available for the duty required, must be borne in mind when forming an opinion as to whether the Academy has maintained its standing of discipline.

Changes in the arrangement of the buildings have necessitated a reorganization of the brigade, with increased powers and responsibilities for the cadet officers.

The present cadet officers have the responsibility of command. As far as is practicable, they are treated as officers. At all times, day and night, they are on duty by virtue of their rank and have access to the rooms of their subordinates for purposes of inspection and to secure the observance of the regulations. This has a good effect; the stronger characters among the midshipmen recognize that the maintenance of strict and even discipline is conducive to the happiness of all, and the growing habit of obedience and the development of the college student into the naval officer are noted with satisfaction by the Board.

It seems evident, so far as the individual members of the Board have been able to ascertain from investigation in many quarters, that under the new conditions of discipline established as the result of the abolition of the single penalty of dismissal for conviction, and under the very able management of the present Superintendent, Rear-Admiral J. H. Sands, U. S. Navy, and commandant, Capt. G. P. Colvocoresses, U. S. Navy, hazing seems to be absolutely eliminated; and if the present discipline and spirit actuating the cadet officers are maintained it will be exceedingly difficult for it ever again to obtain any serious foothold; especially will this be the case if it is understood that under these new conditions, which permit a graduated punishment instead of the arbitrary and sometimes unjust one imposed by the law which was repealed, there be no hope of either Presidential or Congressional interference with the penalties imposed.

The Board of Visitors takes pleasure in especially indorsing the administration of Superintendent Rear-Admiral James H. Sands, and expresses its appreciation of the high state of discipline maintained and the general results attained under unusually difficult circumstances.

The Board feel impelled, in justice to themselves, to say that in their judgment there is just cause for criticism of the architect in his

failure to give sufficient consideration to the internal features of the various buildings, making them up to date in their appointments and detail of arrangement, which has often been sacrificed to external effect; also in the delay of the contractors in completing the buildings.

It seems proper to call attention to the frequent ineffectiveness of the recommendations of the Board of Visitors, and the apparent disregard of Congress to them. In addition to the Senators and Members of the House, a number of men are appointed by the President from representative walks of life, who oftentimes, at considerable personal inconvenience and possibly at some sacrifice, come from long distances to do what lies in their power to improve the efficiency of the Naval Academy. Owing to the peculiar and oftentimes unnecessary limitations in local authority, their recommendations cover a wide range—even including suggestions for moderate increases in expense or personnel absolutely essential for the proper conduct of the ordinary affairs of the Academy, which in any ordinary business would be instantly determined by those in responsible charge, and which at the Academy ought to be determined with the same freedom by the Superintendent and the commandant.

Other recommendations concern simple acts of justice affecting tried and faithful servants employed at the Academy which ought to be locally dealt with. Then again, affairs of larger moment and of general policy are the subject of consideration. But no matter what the character of the subject-matter, how pressing the need, or how frequent the repetition, little heed is paid. A striking illustration is the fact that sixteen of the previous Boards of Visitors have recommended full graduation and commission at the end of the four years' course of study, instead of the four years' course and two years probation established by the act of 1873 for the express purpose of reducing the personnel of the Navy, and at a time when the average age of admission was two years less than it is now and when the course of study was far less comprehensive.

Unless the Board can be made of continuing character, the appointment of new members in the place of those whose term would expire being made early enough so that the inspection of the Academy can be made at a time when its working conditions can be best determined, and the recommendations of the Board given prompt and serious consideration, let the Board of Visitors be abolished and let a special committee of Congress undertake such investigation of the Naval Academy as far as may be necessary from year to year.

If the Board is to be continued, we recommend the introduction and passage of a bill providing for its appointment and continuing character as proposed in a report of the Board for 1905, whose features were embodied in House resolution No. 5276, introduced at the first session of the Fifty-ninth Congress, and referred to the Committee on Naval Affairs. In addition it should be provided that the members should individually visit the Academy during the working months of the year at such times as may best meet with their convenience, so that they can come into more effective touch with the regular routine and the requirements of the Academy, instead of making their investigation at a time when the closing exercises, the approaching departure of midshipmen, the shifting detail of officers, and social functions interfere with regular work. Conclusions could

then be formulated at a general meeting of the Board, which can be held, if desired, as now, at the end of the academic year.

The Secretary of the Navy is requested to transmit to the President and to Congress, with his own report, for their information, copies of the report of the Board of Visitors.

The Board desires to express its appreciation of the services of its secretary, Lieut. Commander Louis M. Nulton, U. S. Navy.

Respectfully submitted.

CHARLES DICK.
GEORGE L. LILLEY.
ERNEST W. ROBERTS.
ALEXANDER W. GREGG.
FRANKLIN MURPHY.
CHARLES F. BROOKER.
C. A. WOODRUFF.
GEO. P. BLOW.
STRATHEARN HENDRIE.
FRANK J. SPRAGUE.

The SECRETARY OF THE NAVY,
Washington, D. C.



REPORT OF THE CHIEF OF BUREAU OF YARDS AND DOCKS.

DEPARTMENT OF THE NAVY,
BUREAU OF YARDS AND DOCKS,
Washington, D. C., October 1, 1906.

In obedience to the instructions contained in the Department's letter of August 8, 1906, No. 5087-64, I have the honor to submit a report of the operations of the Bureau of Yards and Docks for the fiscal year ended June 30, 1906.

The expenditures during the year from appropriations under the cognizance of the Bureau aggregated \$5,805,019.83, of which the sum of \$4,284,644.42 were for works of improvement for which specific appropriations were made by Congress. The remainder, \$1,520,375.41, was applied to the maintenance and repair of the navy-yards and stations under the cognizance of the Bureau for the civil establishment, contingencies, etc., as follows:

The repairs and preservation of the yards and stations, covering the outlays upon the real estate and improvements, cost \$547,860.19; their maintenance, covering general operation and outlays for and upon movable property, cost \$805,032.18; the civil establishment cost \$133,706.65, and contingent and other expenditures amounted to \$33,776.39.

Various balances of appropriations remaining unexpended and aggregating \$371.09 were turned into the surplus fund of the Treasury.

During the year 54 contracts were made by the Bureau, involving obligations amounting to \$1,962,171.57, and 76 supplemental agreements, covering necessary changes in work as it progressed under contracts, were made, involving deductions amounting to \$16,477.10 and additions amounting to \$76,808.59.

DRY DOCKS.

Of the four dry docks authorized by the act of March 4, 1898, those located at Portsmouth and Boston were in use during the fiscal year. The former was officially accepted April 6, 1906. The latter has not been accepted, owing to litigation over claims of the contractor and

surety. It has, however, been in use continuously since August, 1905. The dock at League Island was nearing completion at the end of the year and is expected to be in condition for test in November. At Mare Island the dock site was left in such shape by the original contractors that a great deal of preliminary work was required before the permanent construction work could begin under the new contract. The indications are that the work will now progress satisfactorily.

The new dock for New York was contracted for February 7, 1905. Progress has not been good, owing to the methods employed by the contractor in dealing with the treacherous soil of the site. The Bureau is considering a plan of action to secure better results.

At Norfolk the work under contract on the dry dock proper has been carried on very satisfactorily, and it is estimated that the dock will be ready for service by early spring.

Work has also progressed very well at Charleston, S. C., on the dock authorized March 3, 1901. The body of the dock is nearing completion, the caisson is being constructed, proposals are in hand for pumping and other machinery, and plans are ready for the necessary work at the entrance. The dock should be finished by June, 1907.

At Guantanamo work continued on the dock site to the extent of funds available. The limit of cost of this dock has not been fixed by Congress, and the Bureau is therefore limited to the expenditure of funds appropriated.

The floating dry dock *Dewey* left Chesapeake Bay December 28, 1905, in charge of a naval towing fleet and arrived at Olongapo, P. I., July 9, 1906, after a remarkably successful, though novel, difficult, and hazardous voyage via the Suez Canal.

The following table gives the latest data concerning the present docking facilities of the Navy, viz:

Graving docks, United States Navy.

Location.	No. of dock.	Material.	Length on coping, head to outer sill.	Length on floor, head to outer sill.	Deduct for extreme projection of caisson.	Width at coping in body of dock.
			<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>
Portsmouth, N. H.....	2	Granite and concrete.....	750 0	725 0	9 11½	130 0
Boston, Mass.....	1	Granite.....	393 0½	368 0½	8 5½	86 1½
	2	Granite and concrete.....	750 0	729 0	9 10½	114 0
New York, N. Y.....	1	Granite.....	374 3	338 3	8 5	98 4
	2	Concrete.....	471 0		9 3	112 5
	3	Wood.....	668 7	625 4	11 7	150 10
	4	Granite and concrete.....	542 0	516 0		130 0
League Island, Pa.....	1	Wood and concrete.....	500 0	459 10	8 0	133 0
	2	Granite and concrete.....	754 7	725 10½	9 9	140 0
Norfolk, Va.....	1	Granite.....	332 5	303 0	8 4½	86 3½
	2	Wood.....	500 0	459 8	9 7½	130 2
	3	Granite and concrete.....	550 0	523 0	9 1½	136 0
Charleston, S. C.....	1	Stone and concrete.....	575 0	548 0	9 1½	134 0
Mare Island, Cal.....	1	Granite.....	516 11½	459 1½	9 2	121 11½
	2	Granite and concrete.....	752 0	728 0	9 11	120 0
Puget Sound, Wash....	1	Wood. Masonry entrance.	650 5½	618 7½	10 5½	130 1½
	a 2	Stone and concrete.....				
Pollock, P. I.....	1		120 0			30 0

a Dimensions not yet fixed.

Graving docks, United States Navy—Continued.

Location.	No. of dock.	Width of entrance at coping.	Width of entrance 20 feet below mean high water.	Depth over sill, mean high water.	Distance between mean high water and mean low water.	Date commenced.	Date of completion.	Cost to date of completion.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>			
Portsmouth, N. H.	2	101 9	.....	30 0	7 7	1899	1906	\$1,122,805.59
Boston, Mass.	1	61 11	.....	25 10	10 0	1827	1833	972,717.29
	2	101 8	.....	30 7	10 0	1899	1905	1,062,089.27
New York, N. Y.	1	66 4	.....	25 0	4 8	1841	1851	2,003,498.05
	2	90 1	71 11	25 11	4 8	1887	1890	595,019.24
	3	105 0	70 3	29 4	4 8	1893	1897	564,707.08
	4	103 10	.....	31 0	4 8	1905	.....	(a)
League Island, Pa.	1	89 11	52 10	25 5	6 2	1889	1891	548,700.00
	2	102 7	.....	30 0	6 2	1899	.....	(a)
Norfolk, Va.	1	60 0	.....	25 1	2 9	1827	1834	943,676.00
	2	84 7	52 11	25 3	2 9	1887	1889	504,980.76
	3	112 5	.....	34 0	2 9	1903	.....	(a)
Charleston, S. C.	1	112 11	.....	34 0	5 1	1902	.....	(a)
Mare Island, Cal.	1	80 7	.....	27 5	6 0	1872	1891	2,772,332.08
	2	101 11	.....	30 0	6 0	1899	.....	(a)
Puget Sound, Wash.	1	92 8	.....	30 0	8 1	1892	1896	632,636.33
	2	.....	.....	.....	.....	.....	.....	(b)
Peelock, P. I.	1	.....	.....	7 6	.....	.....	.....	.....

a Under construction.

b Authorized 1906.

Floating docks, United States Navy.

Location.	Material.	Length over all.	Clear width inside at top of side wall.	Maximum draft possible over keel blocks.	Rated capacity.	Date of completion.	Cost to date of completion.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>			
Portsmouth	Wood.....	350 0	91 0	16 6	2,500	1851	a \$800,805.90
Pensacola	Steel.....	450 0	87 11	27 0	10,000	1897	195,000.00
Do	Wood.....	201 2	67 3	17 0	2,500	(b)	a 102,470.00
New Orleans	Steel.....	525 0	100 0	28 0	15,000	1902	809,712.52
Olongapo.....	do.....	500 2	100 0	37 0	16,000	1905	1,139,049.59

a Out of commission.

b Purchased.

Marine railways, United States Navy.

Location.	Capacity.	Location.	Capacity.
	<i>Tons.</i>		<i>Tons.</i>
Washington, D. C.	500	Cavite, No. 1	500
Norfolk, Va.	150	Cavite, No. 2	30
San Juan, P. R.	10	Cavite, No. 3	25

POWER PLANTS.

A great deal was accomplished during the fiscal year toward the consolidation of power plants as authorized by the Department's order of February 16, 1905.

At Portsmouth the central plant was constructed under the contract for the new dry dock and will be placed in operation during this fiscal year. The yard load is gradually being transferred from the individual power plants in the yard, which will be shut down as the load is taken over by the new plant.

At Boston one 750-kilowatt turbo-alternator was installed under contract and placed in satisfactory operation. Some work was done toward the delivery and installation of two 750-kilowatt turbo-alternators under another contract. There remains to be done pipe and wiring connections between the boilers and the switchboard on these machines.

At New York the plans and specifications for the central power plant were completed, bids received, and contracts let. The contracts include boilers, condensers, one 500-kilowatt turbo-alternator and accessories, including exciter sets, switchboard, etc.

At League Island considerable progress was made on the installation of the central plant, which is being installed under the contract for the dry dock. This will be placed in operation in the near future, after which time the entire yard load will be carried by it. Plans were prepared for the distribution system for light and power, and some of the necessary conduits were constructed and cables drawn in.

At Washington, D. C., the power plant under the Bureau was completed and the entire load from the yard plant transferred to the new plant.

At Norfolk plans and specifications were prepared for the central plant and also for the distribution system for light and power. Bids will be received and contract made for this work at an early date. Plans were prepared for a temporary plant to be used until the new plant is completed.

At Charleston plans and specifications for a central plant were made and will be advertised and contract let in the near future. Some work has been done in the preparation of plans for the distribution system for light and power. Plans were made for a temporary power plant, and work was begun.

At Pensacola tentative plans for the power plant at this building have been laid out, and plans and specifications for the building were completed and the contract let.

At New Orleans the power plant was originally designed for the department of yards and docks only, and contract was let for its construction. Certain changes became necessary in order that it might be made to carry the entire load. These changes are being included under the contract, and the work will be pushed along rapidly.

At Puget Sound plans and specifications for the central plant were commenced.

MISCELLANEOUS.

During the year a number of valuable improvements were completed and put in service, and some of the yards are nearing a state of satisfactory efficiency, so far as permanent improvements are concerned. However, at other yards, especially those recently established, a great deal remains to be done to make them of practical benefit to the service. A great deal also remains to be done toward the installation of modern machinery for the generation, distribution, and application of power. Additional docking facilities are greatly needed and would vastly increase the general efficiency of the service. No extensive improvements have been made at the insular stations. The annual cost of maintaining the navy-yards and stations has increased with their growth, as has also the cost of general current repairs.

Fires have been remarkably few and slight, considering the extent of the property under the cognizance of the Bureau.

Two natives were killed and an American severely injured at Guam by a premature explosion. A workman was killed at Mare Island by being crushed between the ferryboat and a wharf, and a number of less serious accidents occurred at various points.

The Cavite station was considerably damaged by a severe typhoon September 26, 1905, and one of less severity visited the island of Guam September 8, 1905. Earthquakes were felt at Mare Island April 18, 1906, and at Puget Sound June 1, 1906.

OPERATIONS AND EXPENDITURES.

The operations and expenditures at each navy-yard and station are given in detail under their respective heads.

NAVY-YARD, BOSTON, MASS.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$290, 652. 18
Repairs and preservation	60, 484. 17
Maintenance	89, 437. 91
Civil establishment	11, 318. 37
Contingent	1, 799. 67
Total	453, 692. 30

YARD IMPROVEMENTS.

Coal storage for steam engineering, act March 3, 1901, \$5,000.—This appropriation was expended by authority of the act authorizing the consolidation of power plants for the construction of an extension of power-plant building No. 108. Work was completed May 14, 1906.

Piers and wharves, extension, act July 1, 1902, \$75,000.—Curtain walls were constructed on pier No. 1, at a cost of \$1,316.71.

Refitting and improving buildings 42 and 43, act March 3, 1903, \$40,000.—Fireproof floors, stairways, elevator shaft, etc., on three floors of the southwest end of building No. 42, were constructed by contract. Work was completed March 22, 1906. Crane runways were also installed in iron-foundry building No. 42.

Electric-light plant, extension, act April 27, 1904, \$20,000.—Under this appropriation \$1,984.25 were expended for wiring building No. 42.

Capstans for dry dock No. 1, act April 27, 1904, \$75,000.—Three capstans for dry dock No. 1 were delivered and set up under contract. The total amount appropriated was expended.

Paving, to continue, act March 3, 1905, \$25,000.—A large amount of paving was done under this appropriation where most required, partly by contract and partly by yard labor.

Dry dock, act March 4, 1898, \$1,100,000.—This dry dock was officially tested August 12, 1905. A number of deficiencies were found which were afterwards made good by the contractor, and the dry dock proper officially accepted May 6, 1906. The pumping-

plant machinery and accessories, although in use during the most of the year, have not been officially accepted, owing to some minor details being incomplete. The total amount expended up to the end of the fiscal year was \$1,061,096.64.

Paint shop for construction and repair, act March 3, 1903, \$35,000.—The construction of this building was delayed pending the completion of the culvert between dry docks 1 and 2. A brick and fireproof building, two stories high, was constructed by contract, and was practically complete at the end of the fiscal year.

Steel shears, improvements to, act March 3, 1903, \$15,000.—A contract for remodeling the 100-ton shears was made May 31, 1904. The structural work was manufactured and delivered at the yard, but on account of the undesirability of locating the shears on pier No. 1 the erection was abandoned pending the appropriation of additional funds for strengthening pier No. 6. The amount expended during the year was \$7,131.84.

Extensions and modifications yards and docks power plant, act February 18, 1904, \$188,700.—Work was continued under this appropriation during the fiscal year by the installation of switchboard, turbo-generators, converters, etc., and the completion of the smoke-stack and fuel economizer. The amount expended during the year was \$64,657.22.

Wire-rope mill for equipment, act April 27, 1904, \$65,000.—Some delay was experienced in deciding upon the plans for this improvement. Plans are now in course of preparation, and advertisement will shortly be published inviting proposals. The work contemplated is a three-story addition to the present wire-rope mill.

Anchor and chain shed for equipment, act April 27, 1904, \$9,300.—Plans and specifications were prepared for this improvement. The work contemplated is a steel-frame and corrugated iron extension on the north side of building No. 103.

Railroad system, extensions, act March 3, 1905, \$12,500.—About 2,700 linear feet of railroad track were laid by the yard force and about 1,700 feet of planking laid between the rails in various parts of the yard. The total amount expended was \$11,459.50.

Track for traveling crane, extension, act March 3, 1905, \$34,310.—About 910 feet of crane track were constructed by contract about the dry docks under this appropriation. The work was completed January 9, 1906, the entire appropriation being expended.

Approach to dry dock No. 1, act March 3, 1905, \$43,100.—A contract was made October 12, 1905, for the construction of a pile and timber wharf 500 feet long by 60 feet wide, on the north side of dry dock No. 1. At the end of the fiscal year the work was approximately 77 per cent completed.

Oil storehouse, act March 3, 1905, \$15,000.—Plans and specifications for this improvement were prepared and proposals will shortly be invited.

Miscellaneous.—Other works for which special appropriations were available were carried on during the fiscal year, such as purchase and installation of machine tools, installation of motors in the yards and docks machine shop, and joiner shop, construction of concrete floor in power house, extension of sewer, water, and fire-protection systems, etc.

REPAIRS AND PRESERVATION.

Under this appropriation \$60,484.17 were expended for necessary repairs to yard buildings and other improvements, the principal items being repair to yard buildings, roads, walks, sewers, etc., heating, lighting, and power plant, and miscellaneous repairs.

MAINTENANCE.

The maintenance of the yard cost \$89,437.91, the principal items being coal, oil, etc., for heating, lighting, and power plants, attendance on power plants, and purchase of water, which items amounted to \$63,218.09.

CONTINGENT.

Under this appropriation \$300 were expended for clearing streets and railroad tracks of snow and ice. Some other expenditures were made upon objects not otherwise appropriated for.

NAVAL STATION, CAVITE, P. I.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$4,257.76
Repairs and preservation	64,210.93
Maintenance	30,756.52
Civil establishment	3,347.75
Contingent	10,935.57
Total	113,508.53

YARD IMPROVEMENTS.

No appropriations were made for public works at this station by the act of March 3, 1905, and expenditures under this head were consequently limited to the completion of unimportant work under previous appropriations.

REPAIRS AND PRESERVATION.

Owing to the large number of old buildings at this station the expenditure for repairs was comparatively large, amounting to \$64,210.93. The repairs to yard buildings were especially large, owing to the damage done by the typhoon of September, 1905.

MAINTENANCE.

The maintenance of this station during the fiscal year cost \$30,756.52, of which \$7,554.59 were applied to the payment of crews of station tugs and lighters.

CONTINGENT.

Under this appropriation \$10,853.07 were expended for repairs to damages caused by the typhoon of September, 1905, above referred to.

NAVY-YARD, CHARLESTON, S. C.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements -----	\$452, 792. 26
Repairs and preservation -----	1, 929. 56
Maintenance -----	13, 230. 18
Total -----	467, 952. 00

YARD IMPROVEMENTS.

Equipment building, act July 1, 1902, \$125,000.—This building was about 84 per cent completed at the beginning of the fiscal year. It was finished June 29, 1906. The total appropriation was expended.

Machine shop for steam engineering, act July 1, 1902, \$174,000.—This building was finished during the year and accepted March 31, 1906. The total amount expended for this building and the foundry and copper shop, constructed under the same contract, was \$287,731.79.

Ship fitters' shop for construction and repair, act July 1, 1902, \$200,000.—This building was completed April 17, 1906, at a cost of \$149,299.79.

Joiner shop for construction and repair, act July 1, 1902, \$120,000.—During the fiscal year plumbing fixtures and fire mains were installed in this building by contract, at a cost of \$1,895.51. Work was completed December 23, 1905.

Foundry for construction and repair, act July 1, 1902, \$75,000.—This building was finished April 18, 1906, at a cost of \$72,600.10.

Stone and concrete dry dock, act March 3, 1901, \$1,250,000.—At the beginning of the fiscal year this dry dock was about 71 per cent completed. During the year the work has progressed satisfactorily, and the dry dock proper is now nearing completion. The pumping machinery and electrical apparatus are being furnished by contract, and the caisson is being constructed by yard labor at the navy-yard, Norfolk, Va. It is expected that the dry dock will be ready for service during the coming summer.

Workshop for yards and docks, act July 1, 1902, \$80,000.—This workshop was completed during the year, with the exception of the installation of the heating system.

Storehouse and storekeeper's office, act July 1, 1902, \$100,000.—A contract was made May 11, 1906, for the construction of this building. Completion is due July 11, 1907. The contract price is \$96,544.

Grading and paving, act March 3, 1905, \$15,000.—A contract was made May 23, 1906, for the necessary grading and filling, to the extent of the appropriation.

Central power house.—Under authority of the act of April 27, 1904, for the consolidation of power plants, and the act of March 3, 1901, making appropriations for the Port Royal Naval Station available for expenditure at the navy-yard, Charleston, S. C., the Bureau contracted for the construction of a power-plant building to cost \$140,270 to be completed by May 1, 1907. Appropriations for power house for steam engineering, act July 1, 1902, \$75,000, and power house and fuel storage for construction and repair, act July 1, 1902, \$80,000, will be applied to meet the obligations of this contract.

Miscellaneous.—Other works of less importance for which special appropriations were available were carried on during the fiscal year.

REPAIRS AND PRESERVATION.

The structures at this yard being new, the cost of repairs has been small, amounting to only \$1,929.56.

MAINTENANCE.

The maintenance of the yard during the fiscal year cost \$13,230.18. Expenditures under this appropriation will increase rapidly as the new buildings are placed in commission and the power plant in operation.

NAVAL STATION, CULEBRA.

The expenditures for labor and material during the fiscal year were as follows:

Repairs and preservation.....	\$834. 88
Maintenance	2, 121. 76
Contingent	459. 45
Total.....	3, 416. 09

YARD IMPROVEMENTS.

No special appropriations have been made for yard improvements at this station. A wharf was constructed with material at hand by the naval enlisted force, and a few small temporary buildings erected in the same manner. Considerable clearing and grading was also done.

REPAIRS AND PRESERVATION.

The sum of \$834.88 was expended for repairs to yard buildings, sea wall, pier, and water system.

MAINTENANCE.

The maintenance of the station cost \$2,121.26, of which \$1,823.97 were applied to cleaning and clearing up the station and care of buildings.

CONTINGENT.

Material for the construction of the wharf above referred to was purchased under this appropriation.

NAVAL STATION, DRY TORTUGAS.

Yard Improvements.....	\$13, 683. 35
------------------------	---------------

A contract was made February 14, 1906, for completing the dredging project at this station, the work having been abandoned by previous contractors. With the completion of this work, July 15, 1906, the interests of the Bureau at the station ceased.

NAVAL STATION, ISLAND OF GUAM.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$11,182.99
Repairs and preservation	20,123.94
Maintenance	29,083.52
Civil establishment	3,284.46
Contingent	400.00
Total	64,074.91

YARD IMPROVEMENTS.

Extension of naval station roads, act March 3, 1905, \$5,000.—Under this appropriation about 6,000 yards of modern road were completed where most required on the island, connecting the naval reservation with the boat landing and different villages.

Dredging, act March 3, 1905, \$5,000.—Work under this appropriation consisted of dredging a boat channel through the reef at Sumay and continuation of work on the Piti boat channel.

General storehouse, act March 3, 1903, \$10,000.—Some material was purchased for the construction of this building, but owing to the demand for material for general use it was necessary to transfer a portion to that object, and the storehouse building was consequently not begun during the fiscal year. Additional material is being purchased.

REPAIRS AND PRESERVATION.

Expenditures under this appropriation amounted to \$20,123.94, the largest items being repairs to yard buildings, roads, walks, etc., to which considerable damage was done by the typhoon of November 8, 1905.

MAINTENANCE.

The maintenance of the station cost \$29,083.52, the principal items being maintenance of live stock and vehicles, operation of distilling and ice plants, and cleaning and clearing up the station.

CONTINGENT.

Under this appropriation material for repairing the telephone line, which was damaged by typhoon, was purchased.

NAVAL STATION, GUANTANAMO, CUBA.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$12,951.00
Repairs and preservation	312.00
Maintenance	8,220.92
Contingent	793.60
Total	22,277.52

YARD IMPROVEMENTS.

Under the appropriations made by the acts of March 3, 1903, and February 18, 1904, amounting to \$300,000, for the purchase of land and preliminary work, the following improvements were completed on the dates and at the cost stated below :

Quarters for American civilian employees, June 30, 1906-----	\$8,000.00
Temporary office building, May, 1906-----	4,735.00
Survey party, March, 1906-----	970.72
Oil house, December, 1905-----	699.80
Magazine, September, 1905-----	299.62
Boundary fence, May, 1906-----	7,926.93
Temporary storehouse, October, 1905-----	3,894.61

Native village, allotment December 28, 1905, \$25,000.—This allotment was made for the purpose of constructing barracks for workmen upon the naval reservation, in order that the navy-yard force might be protected and controlled. Roads were constructed from the station to the village, a cemetery laid out and fenced, and a temporary hospital erected.

Dry dock, act April 27, 1904, \$200,000.—Work on this improvement continued during the fiscal year under the supervision of the civil engineer, by yard labor. Cableways were installed and a site for the cofferdam prepared. The work is in shape for active operations as soon as additional funds are appropriated.

Sea wall at Toro Cay, act April 27, 1904, \$75,000.—Under this appropriation the construction of the boundary wall continued during the fiscal year. The wall as now constructed measures 1,556 feet and cost \$7,255.74.

Reservoir and water system, act April 27, 1904, \$50,000.—The excavation for a permanent reservoir was continued during the fiscal year, but was somewhat delayed, owing to difficulty in securing delivery of material. The amount expended to date is \$43,567.42.

Clearing and grading, act April 27, 1904, \$20,000.—This work was continued during the fiscal year, about 24,000 yards of material being moved. The entire appropriation was expended.

Dredging, act April 27, 1904, \$40,000.—A contract was made February 10, 1906, for dredging in front of the location for the dry dock and along the site of the sea wall. The contract price is 59 cents per cubic yard.

Miscellaneous.—No appropriations were made by the last naval act for this station, and work has consequently been somewhat curtailed. The prospecting for water was continued without satisfactory result.

REPAIRS AND PRESERVATION.

Expenditures under this appropriation were limited to repairs to boundary fence, amounting to \$312.

MAINTENANCE.

The maintenance of the station during the fiscal year cost \$8,220.92, the largest item being the maintenance of mules, employed principally in the grading operations.

CONTINGENT.

A small expenditure was made under this appropriation for maintaining the sanitary conditions at the time of the threatened yellow-fever epidemic.

NAVAL STATION, HAWAII.

The expenditures for labor and material during the fiscal year were as follows:

Repairs and preservation	\$3, 772. 51
Maintenance	4, 657. 99
Civil establishment	722. 00
Total	9, 152. 50

YARD IMPROVEMENTS.

No works of improvement were constructed at this station during the fiscal year, the operations being limited to necessary repairs and maintenance.

REPAIRS AND PRESERVATION.

The expenditures under this appropriation amounted to \$3,772.51; the principal items being repairs to wharves and piers, roads and walks, etc.

MAINTENANCE.

The maintenance of this station cost \$4,657.99 during the fiscal year, of which \$2,202.09 were expended on cleaning and clearing up the station and care of buildings.

NAVAL STATION, KEY WEST, FLA.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$37, 637. 79
Repairs and preservation	13, 495. 20
Maintenance	9, 422. 53
Civil establishment	2, 565. 74
Contingent	961. 03
Total	64, 082. 29

YARD IMPROVEMENTS.

Storehouse for oils, turpentine, etc., act March 3, 1901, \$5,000.—This building was completed January, 1906, at a cost of \$4,999.94.

Dredging and filling in, act March 3, 1905, \$15,000.—Operations under this and previous appropriations for the same purpose were continued during the fiscal year. The amount expended was \$23-684.15.

Quay wall, act March 3, 1903, \$50,000.—About 90 feet of quay wall were constructed and soundings taken along the site of additional wall. The amount expended was \$2,430.81.

Filling, grading, and fencing, act March 3, 1901, \$10,000.—Under this appropriation an iron fence was erected to inclose the new portion of the naval station.

Miscellaneous.—Other works for which special appropriations were available have been delayed pending the filling in of the land recently purchased for the extension of the naval-station boundaries. Plans and specifications have been prepared and some material is being purchased. The preparation of plans has been delayed more or less by the difficulty experienced in obtaining the services of competent draftsmen.

REPAIRS AND PRESERVATION.

Under this appropriation, \$13,495.20 were expended during the fiscal year, the largest expenditures being for cleaning and painting the coal sheds and other buildings, and renewing roofs.

MAINTENANCE.

Expenditures for maintenance amounted to \$9,422.50, the largest items being cleaning and clearing up the station, care of buildings, and pay of watchmen.

NAVY-YARD, LEAGUE ISLAND, PA.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$612, 167. 67
Repairs and preservation	29, 411. 02
Maintenance	73, 050. 13
Civil establishment	12, 356. 77
Contingent	271. 91
Total	727, 257. 50

YARD IMPROVEMENTS.

Dry dock, act May 4, 1898, \$1,100,000.—At the beginning of the fiscal year about 85 per cent of the dry dock proper had been completed. During the fiscal year the work progressed satisfactorily and the dry dock proper was practically completed. The installation of electrical apparatus and piping in the boiler and engine house, and of pumps and motors in the pump well, was in progress at the end of the fiscal year. The caisson was completed and placed in position April 28, 1906. The work remaining to be done included the removal of the balance of the cofferdam, excavation between the approaches, back fill around the dock, construction of approach piers, placing of bollards, winches, and capstans, and completion of piping and installation of machinery. It is expected that the dock will be ready for test during November.

Continuation of sea wall west of new dry dock, act March 3, 1899, \$50,000.—This work was completed August 14, 1905. The total amount expended was \$49,760.52.

To complete one pair of shear legs, act June 7, 1900, \$17,000.—This work, which is under contract dated February 17, 1905, has been delayed owing to the difficulty in securing necessary material. At the end of the fiscal year it was about 60 per cent completed.

Equipment for railroad, act March 3, 1901, \$10,000.—Under this appropriation 10 dump cars and a number of appliances were pur-

chased during the fiscal year. The total amount expended was \$1,567.35.

Foundry and coppersmith shop for steam engineering, act June 7, 1900, \$118,000.—This building was completed September 5, 1905.

Electric plant, extensions, act April 27, 1904, \$100,000.—Under this appropriation underground lighting and power cables were installed, and wiring and lights installed in various buildings. The amount expended during the year was \$37,538.93.

One officers' quarters, act April 27, 1904, \$8,000.—This house was completed in February, 1906, and assigned to the general storekeeper.

To continue retaining wall about reserve basin, act March 3, 1905, \$100,000.—The construction of a boat slip and additional wall in the reserve basin continued during the fiscal year under contract. The progress was fair, and at the end of the fiscal year about 87 per cent of the work had been completed.

Grading and paving, to continue, act March 3, 1905, \$20,000.—During the year about 14,000 square yards of pavement were laid where most required, together with the necessary curbing, sidewalks, etc.

Dredging and filling in Delaware water front, act March 3, 1905, \$30,000.—Under this appropriation a contract was made July 17, 1905, for dredging and filling in. One hundred and sixteen thousand three hundred and twenty-nine cubic yards of material were moved. Work was completed February 23, 1906.

Extension of reserve basin, to continue dredging, act March 3, 1905, \$75,000.—One hundred and eighty-one thousand four hundred and sixty-three cubic yards of material were removed under contract dated August 9, 1904. Under contract dated January 9, 1906, 209,456 cubic yards of material were removed.

Piers, extensions, act March 3, 1905, \$40,000.—Under this appropriation the extensions of piers 2 and 3 were completed October 2, 1905.

Miscellaneous.—Numerous improvements were carried on special appropriations during the fiscal year, the expenditures, however, being comparatively small. Railroad and crane tracks, sewer, water, underground conduit, telephone, lighting and heating systems were extended, and tools and appliances were purchased.

REPAIRS AND PRESERVATION.

During the fiscal year \$29,411.02 were expended for objects coming under this head, the principal items being repairs to yard buildings, \$8,967.08, and repairs to heating, lighting, and power plants, \$5,211.35.

MAINTENANCE.

The maintenance of the yard during the fiscal year cost \$73,050.13. The purchase of fuel, oil, etc., for the power plant amounted to \$32,259.64, and the pay of labor for attendance on the plants cost \$17,408.64.

NAVY-YARD, MARE ISLAND, CAL.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$388,859.52
Repairs and preservation	56,943.30
Maintenance	92,181.54
Civil establishment	14,557.84
Contingent	4,006.11
Total	556,548.31

YARD IMPROVEMENTS.

Electric plant, extensions, act March 3, 1905, \$50,000.—Under this appropriation the electric-lighting system was extended to the receiving ship, the prison ship, and building No. 116. Extensions were also made of the telephone and fire alarm wires. Conduit system was installed about the dry dock, and transformer was installed on the receiving ship, and other general improvements made. The amount expended was \$13,721.54.

Improvement of channel, Mare Island Strait, act April 27, 1904, \$150,000.—Under this appropriation \$64,825.55 were expended for the construction of additional dikes to control the current through Mare Island Strait, so as to secure a scouring effect, which tends to deepen the channel. Reports indicate that the depth of the channel has already increased about 3 feet.

Sewer system extension, act March 3, 1905, \$3,000.—This appropriation was expended for the general extension of the sewer system where most required.

Addition to fire-engine house, act March 3, 1905, \$4,000.—A two-story concrete and iron addition, 40 feet by 38 feet, was constructed under this appropriation. The entire appropriation was expended.

Two floats, act March 3, 1905, \$4,000.—Under this appropriation two floats, 90 feet long by 13 feet wide, were completed May 31, 1906. The entire appropriation was expended.

Moving and improving wash house, act March 3, 1905, \$4,200.—Two frame buildings were moved to a more convenient point and improved to secure better ventilation and drainage.

Completion of torpedo-boat wharf, act March 3, 1905, \$3,000.—This work was completed May 31, 1906, the entire appropriation being expended. A T was constructed measuring 24 feet in width by 215 feet in length.

Shipwrights' shop, construction and repair, act March 3, 1899, \$75,000.—The erection of this building has been delayed pending the advancement of the construction of dry dock No. 2.

Light and power station building, act March 3, 1903, \$40,000.—The construction of this building was delayed pending the settlement of the matter of consolidated power plants. The site for the improvement has been graded.

Dry dock, act May 4, 1898, \$1,175,000.—Work under contract dated February 20, 1905, continued upon this improvement during the fiscal year with fair progress. At the end of the fiscal year the work was

about 18 per cent completed. The amount expended during the year was \$104,527.46.

Miscellaneous.—Other improvements for which special appropriations were available were carried on during the fiscal year, including extensions of the railroad system, electric-light plant, telephone system, general improvements to buildings, etc.

REPAIRS AND PRESERVATION.

Under this appropriation \$56,943.30 were expended, the principal item being repairs to yard buildings, amounting to \$11,823.24.

MAINTENANCE.

The maintenance of the yard during the fiscal year cost \$92,181.54, the principal item being the purchase of electric current for power, lighting, etc. The pay of men on leave amounted to \$10,200.

CONTINGENT.

Under appropriation contingent \$4,006.11 were expended, principally for repairs of damage caused by the earthquake of April, 1906.

NAVAL STATION, NEW LONDON, CONN.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$1, 243. 07
Repairs and preservation	1, 710. 36
Maintenance	3, 055. 34
Total	6, 008. 77

YARD IMPROVEMENTS.

No improvements of consequence were made at this station during the fiscal year. A small amount was expended for dredging early in the year, and some slight improvements were made to the sea wall. Two 10-ton dump cars and some other appliances were purchased for the coaling plant.

REPAIRS AND PRESERVATION.

Under this appropriation \$1,710.36 were expended for the usual repairs.

MAINTENANCE.

The maintenance of the station cost \$3,055.34 during the fiscal year, the principal items being the pay of watchmen, cleaning and clearing up the station, and care of buildings.

NAVAL STATION, NEW ORLEANS, LA.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$201,554.18
Repairs and preservation	5,053.94
Maintenance	7,663.18
Civil establishment	6,281.12
Contingent	1,848.00
Total	222,400.42

YARD IMPROVEMENTS.

Shops for steam engineering and fittings, and grading, act April 27, 1904, \$135,000.—The construction of the steam-engineering shops was completed during the fiscal year and machinery foundations installed. The total amount expended was \$116,513.10.

Shops and offices for equipment, act March 3, 1901, \$80,000.—Work on this building was delayed by deterioration of steel work, due to neglect of the contractor and scarcity of labor incident to the yellow-fever epidemic. At the end of the fiscal year the building was about 75 per cent completed and the progress of work was fair.

Coal-storage plant, act March 3, 1901, \$150,000.—A contract for the construction of a plant having a capacity of 5,000 tons was made August 14, 1905, the contract price being \$141,210.

Shops and offices for yards and docks, act July 1, 1902, \$80,000.—The progress of work on this building, which was about 59 per cent completed at the beginning of the fiscal year, was not entirely satisfactory, owing to the difficulty in obtaining material and labor. At the end of the fiscal year the work was about 75 per cent completed.

Central electric-light and power plant, act April 27, 1904, \$112,500.—Foundations for the power-house building were completed by yard labor. A contract for the building was executed April 27, 1906, to be completed in seven months. Machinery for the power plant is under contract and will be ready for installation as soon as the building is in condition.

Storehouse, act July 1, 1902, \$100,000.—Fair progress was made upon this building, except during the fever epidemic. At the end of the fiscal year the work was about 80 per cent completed.

Latrines, act April 27, 1904, \$5,500.—Under this appropriation a latrine building with necessary fittings has been constructed by yard labor.

Improvement of water front, act April 27, 1904, \$95,000.—A contract was made April 18, 1905, for the construction of a crane wharf at a cost of \$40,725. At the end of the fiscal year the work was about 60 per cent completed. Plans and specifications have been prepared for additional improvements.

Levee improvement and grading, act March 3, 1905, \$10,000.—Under this and previous appropriations about 33,000 cubic yards of material were dredged from the river for filling in back of the levee by a dredge secured from the War Department. Proposals were invited by advertisement without satisfactory result.

Four officers' quarters, act March 3, 1905, \$34,000.—The Bureau has been unable to secure a bid for the construction of the quarters

within the appropriation available. Instructions were accordingly issued to revise the plans to call for less expensive buildings, and proposals will again be invited at an early date.

Miscellaneous.—Under other special appropriations improvements have been made to the railroad system, telephone system, sewer system, and water system. Some paving was also done and some tools purchased.

REPAIRS AND PRESERVATION.

Under this appropriation \$5,053.94 were expended during the fiscal year, the principal item being repairs to yard buildings, which amounted to \$980.80.

MAINTENANCE.

Under this appropriation \$7,663.18 were expended for the general maintenance of the station during the fiscal year, the largest item being the pay of watchmen, which amounted to \$1,975.20.

CONTINGENT.

Under this appropriation \$1,848 were expended during the fiscal year. Of this sum \$1,187 have been reimbursed to the appropriation by a contractor for whom certain emergency work was done. The balance was expended in precautionary measures at the time of the fever epidemic.

NEWPORT (GOVERNMENT LANDING).

The expenditures for labor and material during the fiscal year were as follows:

Improvements	\$2, 717. 23
Repairs and preservation.....	128. 60
Maintenance	1, 006. 46
Total	3, 852. 29

Some miscellaneous improvements were made on the property at this point, early in the fiscal year, under the appropriation for the purchase and improvement of the property. The repairs amounted to \$128.60, and \$1,006.46 were expended for maintenance of the property, the principal item, \$865.96, being for heating and lighting. The property was, on July 31, 1905, placed under the charge of the commandant of the second naval district, who is the senior officer in the vicinity of Newport. A warrant officer is in charge of the property, and a marine guard was established for police and other duty.

NAVY YARD, NEW YORK, N. Y.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$275, 644. 70
Repairs and preservation.....	78, 267. 82
Maintenance	139, 576. 50
Civil establishment.....	23, 000. 22
Contingent	4, 906. 69
Total	521, 395. 93

YARD IMPROVEMENTS.

Paving and grading, act March 3, 1905, \$10,000.—About 1,000 square yards of new paving were laid during the fiscal year where most required. Considerable work was also done in the way of renewing the worn-out pavements.

Electric plant, extensions, act March 3, 1905, \$10,000.—Under this and previous appropriations for the same purpose \$14,366.70 were expended during the fiscal year for improvements to the electric plant, including additional cables, installation of apparatus, etc.

New roof, building No. 28, act March 3, 1903, \$20,000.—A steel roof with concrete and slate covering and ventilators was constructed under this appropriation. At the end of the fiscal year the work was nearing completion.

Piers, additional, act March 3, 1903, \$100,000.—An additional pier extending from the cob dock into the East River, 525 feet, is being constructed under this appropriation and will be known as pier No. 3.

Concrete and granite dry dock, act June 7, 1900, \$1,000,000.—A contract was made for this work February 7, 1905. During the fiscal year progress of the work was rather slow. A great deal of difficulty is experienced on account of the treacherous character of the soil.

Railroad equipment, act March 3, 1905, \$5,000.—Ten new dump cars were purchased during the fiscal year under this appropriation.

Prison on cob dock, act April 27, 1904, \$50,000.—This building was practically completed during the year. It is constructed of brick with terra cotta trimmings. The cells are built of reenforced concrete. The building provides for the care of 62 prisoners.

Miscellaneous.—Under other special appropriations small balances have been expended for the purposes for which appropriated and improvements have been made to various yard structures and appliances.

REPAIRS AND PRESERVATION.

Under this appropriation \$78,267.82 were expended during the fiscal year, the largest items being repairs to yard buildings and heating, lighting, and power plants.

MAINTENANCE.

Under this appropriation \$139,576.50 were applied to the maintenance of the yard, the largest items being for coal, oil, etc., \$48,082.35; water, \$30,007.34; attendance on power plants, \$13,715.39, and pay of men on leave, \$9,697.52.

CONTINGENT.

The principal expenditure under this appropriation was for the removal of the garbage crematory plant on account of the construction work upon the new dry dock.

NAVY-YARD, NORFOLK, VA.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$613, 648. 93
Repairs and preservation	54, 837. 66
Maintenance	77, 169. 22
Civil establishment	15, 911. 34
Contingent	2, 711. 81
Total	764, 278. 96

YARD IMPROVEMENTS.

Improvements to storehouse, building No. 15, act March 3, 1903, \$15,000.—A hot-water heating system was installed in this building and connected with the central heating system of the yard at a cost of \$3,255.25.

Storehouse for torpedo-boat outfits, act April 27, 1904, \$55,000.—A two-story fireproof building was constructed by contract under this appropriation. The building was practically completed at the beginning of the fiscal year. During the year electric light, plumbing, and freight elevator were installed.

Electric plant, extensions, act March 3, 1905, \$20,000.—Under this appropriation complete and modern lighting systems were installed in numerous buildings. Two motors were installed in the steam engineering machine shop for furnishing power.

Locomotive, act March 3, 1905, \$6,000.—A yard locomotive was purchased under this appropriation and has proved a valuable addition to the yard equipment.

Wharf extension at St. Helena, act March 3, 1905, \$8,500.—A wharf 150 feet long by 35 feet wide, with a coal shed built thereon having a capacity of 600 tons, was constructed under this appropriation.

Remodeling machine shop for steam engineering, act July 1, 1902, \$25,000.—The reconstruction of the east wing of the steam engineering machine shop was undertaken under this appropriation. The walls and foundations were found to be in such bad condition that it was necessary to entirely remove the same and install new foundations, which were completed by the end of the fiscal year and the work on the walls begun.

Concrete and granite dry dock, act June 7, 1900, \$1,200,000.—At the beginning of the fiscal year this improvement was about 20 per cent completed. The progress during the year has been extremely satisfactory, amounting to about 56 per cent. Progress between the end of the fiscal year and the date of this report has also been satisfactory, and the dock proper is now nearing completion. The caisson is being constructed by the department of construction and repair at the Norfolk Navy-Yard, and proposals are being invited for pumping and other machinery. It is expected that the dock will be ready for service by early spring.

Electric crane in erecting shop, act April 27, 1904, \$15,000.—A 15-ton crane was purchased and installed under this appropriation.

Piers and slips, act April 27, 1904, \$100,000.—A line of mooring bollards was placed along the harbor line south of the navy-yard, and about 25,000 cubic yards of material were excavated in front of

the same to secure a depth of 20 feet. Wharf construction was also carried on at the slip south of the marine railway. The amount expended during the year was \$56,301.37.

Miscellaneous.—Under other special appropriations improvements were made to the sewer system, fire-protection system, underground conduit system, railroad system, equipment system, roads, streets, etc.

REPAIRS AND PRESERVATION.

Under this appropriation \$54,837.66 were expended during the fiscal year, the principal items being repairs to yard buildings, \$12,713.07; repairs to heating, lighting, and power-plant system, \$14,998.15, and repairs to waterworks and accessories, \$6,319.42.

MAINTENANCE.

The maintenance of the yard cost \$77,169.22. Of this sum \$21,417.15 were expended for fuel, oil, etc., for the heating, lighting, and power plant; \$12,415.66 for attendance on the plants, and \$12,377.38 for water.

CONTINGENT.

Expenditures under this appropriation were for repairs to damage caused by fires and some other emergency work.

NAVAL STATION, OLONGAPO, P. I.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements.....	\$105,838.43
Maintenance.....	5,073.52
Total.....	110,911.95

YARD IMPROVEMENTS.

Tools for general use, act of March 3, 1905, \$2,000.—A number of tools were purchased under this appropriation, the principal ones being appliances for cement testing, a hand-power combined punch and shear, two blacksmith forges, two pile-driver hammers, one portable pile driver, one floating pile-driver frame, and one portable derrick.

Rock crusher and appurtenances, act March 3, 1905, \$4,000.—Under this appropriation a rock-crushing plant was purchased, consisting of a crusher, engine, boiler, elevator, and rotary screen. The plant has a capacity of from 10 to 20 tons per hour.

To complete survey of reservation, act April 27, 1904, \$20,000.—Survey work was continued during the year and much available data collected. The amount expended was \$3,436.86.

Repairing buildings erected by Spaniards, act April 27, 1904, \$25,000.—Under this appropriation a number of buildings were repaired and remodeled. The amount expended during the year was \$5,718.46.

Toward building quay wall, act April 27, 1904, \$63,000.—Owing to the limitations as to quantities and unit prices contained in the act

making this appropriation, the Bureau has been unable to proceed with the work, it being impracticable to apply the funds as specified in the act. It is the intention to ask for a new appropriation and return the funds under this head to the Treasury.

Dredging basin in front of quay walls, act April 27, 1904, \$48,000.—The above statement concerning the quay-wall appropriation applies to this item also.

Water supply from brickyard springs, act April 27, 1904, \$15,895.—A 100,000-gallon elevated steel tank has been contracted for under this appropriation, to be shipped from the United States. The balance of the appropriation can not be expended, for the same reasons as stated above under the head of "Toward building quay wall."

Toward coaling plant, act April 27, 1904, \$500,000.—A contract was made October 21, 1905, for the construction of a modern coaling plant, including a wharf, water-supply system, power house, and custodian's quarters. The work of preparing materials has progressed fairly well, and the Bureau anticipates satisfactory completion of the work.

Drainage canal, to complete, act March 3, 1905, \$25,000.—Considerable work was done under this appropriation toward controlling the discharge of the rivers emptying near the station.

Water system, to extend, act March 3, 1905, \$20,000.—An artesian well was sunk under this appropriation, but without satisfactory results.

Floating steel dry dock, Cavite, act July 1, 1902, \$1,225,000.—Four concrete steel sinkers weighing 10 tons each were constructed, and other appliances provided for mooring the floating dry dock upon its arrival. The dock arrived July 9, 1906.

Miscellaneous.—Under other special appropriations improvements were made to roads and bridges, hoisting machinery, water system, various buildings, etc.

REPAIRS AND PRESERVATION.

There were no expenditures under this appropriation owing to the fact that there are special appropriations for repairs to existing buildings and repairs to buildings erected by the Spaniards.

MAINTENANCE.

The maintenance of the station cost \$5,073.52, the principal items being clearing and cleaning up the station and purchase and repair of machinery and tools.

NAVY-YARD, PENSACOLA, FLA.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$44,984.57
Repairs and preservation	26,078.04
Maintenance	20,676.96
Civil establishment	5,756.12
Contingent	1,950.00
Total	99,445.69

YARD IMPROVEMENTS.

Coal-storage plant, increase, act March 3, 1901, \$25,000.—The construction of the improvements to the coal-storage plant was completed during the fiscal year, the capacity of the plant being increased to 11,000 tons.

Electric-light plant, addition, act March 3, 1903, \$3,000.—A small balance under this appropriation was expended for the extension of wiring and installation of additional lights.

Ship fitters' shop No. 44, extension, act April 27, 1904, \$10,000.—An extension of 100 feet was constructed by yard labor and completed in April, 1906.

Building for bureau of equipment, act March 3, 1903, \$120,000.—This building was practically completed during the fiscal year. The work was done by contract at a cost of \$102,441.44.

Central power house, act April 27, 1904, \$104,500.—Foundations for this building were constructed by the yard force. A contract was made August 22, 1905, for superstructure to cost \$63,469, to be completed in twelve months. Contracts were also made for coal-handling machinery and a radial brick chimney. Proposals will shortly be invited for power-plant machinery.

Dump scows, act April 27, 1904, \$12,000.—Two 250-cubic yard dump scows were constructed under this appropriation by the department of construction and repair.

Miscellaneous.—Improvements were made under other special appropriations to the railroad track and equipment, fire-protection system, telephone system, and water system, and some tools purchased for yards and docks department.

REPAIRS AND PRESERVATION.

Under this appropriation \$26,078.04 were expended, the principal items being repairs to yard buildings and to dry docks.

MAINTENANCE.

Under this appropriation \$20,676.96 were expended during the year, the principal items being the purchase of fuel for the electric plant, pay of labor for attendance on the plant, and cleaning and clearing up the yard, and care of buildings.

CONTINGENT.

The expenditure under this appropriation was for sanitary measures during the presence of yellow fever in Pensacola.

NAVAL STATION, POLLOK, P. I.

The only expenditures at this station during the fiscal year were for the preservation of the naval property, amounting to \$1,386.88.

NAVAL STATION, PORT ROYAL, S. C.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements.....	\$243. 71
Repairs and preservation.....	3, 177. 95
Maintenance	9, 647. 18
Civil establishment.....	903. 50
Total	13, 972. 34

YARD IMPROVEMENTS.

This station was practically closed during the fiscal year and no operations were carried on beyond those necessary for the preservation of the public property.

REPAIRS AND PRESERVATION.

Under this appropriation \$3,177.95 were expended for necessary repairs to yard building and other improvements, to prevent excessive deterioration.

MAINTENANCE.

The maintenance of this station during the fiscal year cost \$9,647.18, the principal items being the operation of the electric-light plant and the purchase of fuel and water.

NAVY-YARD, PORTSMOUTH, N. H.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements.....	\$583, 818. 68
Repairs and preservation.....	52, 371. 85
Maintenance	94, 096. 59
Civil establishment.....	13, 490. 83
Contingent	1, 401. 85
Total	745, 179. 80

YARD IMPROVEMENTS.

Dry dock, act May 4, 1898, \$1,100,000.—This work was practically completed during the previous fiscal year. On April 6, 1906, the contractor executed a release and the dock was officially accepted.

Locomotive crane and track, act July 1, 1902, \$85,000.—At the beginning of the fiscal year a locomotive crane had been purchased and the construction of a track was under way. The contract was completed January 12, 1906.

Coal storage and coal-handling machinery, act March 3, 1899, \$100,000.—The balance under this appropriation was expended during the fiscal year for reconstructing the hoisting tower destroyed by fire July 28, 1904.

Quay wall, act March 3, 1905, \$70,000.—Work under contract for about 730 feet of quay wall and a 400-foot pier was about 13 per cent completed at the beginning of the fiscal year. During the year the

progress of the work has been fair considering the difficulties encountered, and at the end of the fiscal year about 58 per cent of the contract work had been completed.

Grading, act March 3, 1905, \$30,000.—Under this appropriation grading was done on the site of the naval prison administration building, steam engineering boiler shop, and the surrounding streets.

Piers and slips, act March 3, 1905, \$25,000.—A contract was made February 21, 1906, for the construction of a pier for the receiving ship *Topeka*, at a cost of \$16,333. At the end of the fiscal year the work was estimated to be 84 per cent completed.

Machine shop for steam engineering, act June 7, 1900, \$100,000.—This work was completed December 2, 1905, and the installation of heating and lighting systems undertaken by the yard force.

Power house and stack for steam engineering, act July 1, 1902, \$35,000.—Under the act authorizing the consolidation of power plants this appropriation became available for expenditure for power-plant improvements and is being so expended. During the fiscal year a portion of the funds were expended for the purchase and installation of air compressors and other machinery used in the generation of power.

Steel-plant building for construction and repair, act July 1, 1902, \$150,000.—This building was completed April 21, 1906, except the plumbing, lighting, and other details not included in the contract.

Removal of Hendersons Point, act July 1, 1902, \$749,000.—On July 22, 1905, the rim of rock remaining in place was blown up with dynamite. The contractors then resumed work with the dredge, but poor progress was made, owing to the size of the rocks encountered. On December 26, 1905, the dredge was blown up by the explosion of dynamite remaining from the previous blast. The dredge returned to the work April 17, 1906, after being extensively repaired. The work is extremely difficult owing to the rapid current, and progress is consequently slow. At the end of the fiscal year the work was estimated to be 91 per cent completed.

Naval prison, act March 3, 1903, \$152,498.29.—One wing of the prison was completed March 28, 1905, and the heating system was installed under contract and completed February 6, 1906. The plumbing system was also installed by contract and completed March 26, 1906.

Naval prison, administration building, act March 3, 1905, \$70,000.—A contract was made September 2, 1905, for the construction of this building, to be completed November 7, 1906, at a cost of \$117,600. A contract was also made for heating and plumbing, to be completed by December 6, 1906. Work progressed satisfactorily and completion is expected within the contract time.

Boiler shop for steam engineering, act March 3, 1905, \$75,000.—A contract was made May 17, 1906, for the construction of this building, to be completed in twelve calendar months, at a cost of \$134,400.

Pattern shop for steam engineering, act March 3, 1905, \$39,400.—Plans and specifications were prepared for this building, but the amount of the appropriation is insufficient to provide a suitable structure, and further action is consequently withheld pending additional appropriations.

Miscellaneous.—Improvements were made to the telephone system, elevators were installed, railroad and wagon scales purchased, electric plant extended, and other improvements made under other special appropriations.

REPAIRS AND PRESERVATION.

Under this appropriation \$52,371.85 were expended during the fiscal year, the largest items being for repairs to yard buildings, repairs to dry dock, and to heating and care of power plants.

MAINTENANCE.

The maintenance of the yard cost \$94,096.59 during the fiscal year, the principal items being for the purchase of fuel, water, and attendance on electric plant.

CONTINGENT.

A small expenditure under this appropriation was for emergency work for which no other appropriation was available.

NAVY-YARD, PUGET SOUND, WASHINGTON.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements.....	\$313, 505. 39
Repairs and preservation.....	19, 305. 85
Maintenance.....	37, 021. 22
Civil establishment.....	10, 393. 77
Contingent.....	190. 41
Total.....	380, 416. 64

YARD IMPROVEMENTS.

Dredging, act March 3, 1905, \$10,000.—A contract was made August 14, 1905, for dredging the site of wharf No. 7. The work was completed December 3, 1905. The material removed amounted to 61,196 $\frac{3}{16}$ cubic yards.

Plate-metal shop for construction and repair, act July 1, 1902, \$50,000.—This building was completed November 1, 1905.

Addition to storehouse for supplies and accounts, act July 1, 1902, \$50,000.—A contract was made August 15, 1904, for this building. Work was completed May 29, 1906.

Storehouse for steel, act July 1, 1902, \$36,000.—A 5-ton traveling crane was installed in this building under this appropriation. Work was completed December 7, 1905.

Foundry and coppersmiths' shop, to complete, act July 1, 1902, \$100,000.—This building was completed during the previous fiscal year. A 40-ton electric traveling crane was installed under contract dated January 11, 1905. Work was completed August 16, 1905.

Joiner shop for construction and repair, extension, act March 3, 1905, \$5,000.—A contract was made under this and previous appropriations for the same purpose September 28, 1905, for an extension of this building 43 feet.

Boat shop, for construction and repair, act July 1, 1902, \$150,000.—A contract was made June 23, 1904, for this building, 309 feet 3 inches by 65 feet 8 inches and height 3 stories, of brick. At the end of the fiscal year the work was 93 per cent completed.

Boiler and blacksmith shop, to complete, act July 1, 1902, \$100,000.—A contract was made April 14, 1906, for the construction of this building, which is to be 292 feet in length by 92 feet in width. At the end of the fiscal year about 7 per cent of the work had been completed.

Quay wall, extensions, act March 3, 1905, \$25,000.—A contract was made May 18, 1905, for an extension of the quay wall west of wharf No. 5. At the end of the fiscal year the work was nearing completion. A contract was also made April 14, 1906, for the construction of an extension east of the dry dock.

Miscellaneous.—Under other special appropriations for yard improvements considerable work of less importance than the foregoing has been carried on, improvements being made to the heating, lighting, water and sewer systems, railroad and crane tracks, etc.

REPAIRS AND PRESERVATION.

Under this appropriation \$19,305.85 were expended for general repairs.

MAINTENANCE.

The maintenance of this yard during the fiscal year cost \$37,021.22, the principal items being fuel for and attendance on heating, lighting, and power plants, cleaning and clearing up the yard, care of buildings, and pay of men on leave.

SACKETTS HARBOR, N. Y.

The only expenditure at this station was for the pay of the station keeper, whose salary is appropriated for under "Civil establishment." The amount expended was \$353.69.

NAVAL STATION, SAN JUAN, P. R.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$944. 76
Repairs and preservation	11, 507. 91
Maintenance	11, 495. 22
Civil establishment	3, 025. 05
Total	26, 972. 94

YARD IMPROVEMENTS.

Expenditures under this head were limited to some slight improvements to the pier and coaling facilities.

REPAIRS AND PRESERVATION.

Under this appropriation \$11,507.91 were expended, the principal items being repairs to yard buildings and officers' quarters.

MAINTENANCE.

The maintenance of the station during the fiscal year cost \$11,495.22, the principal items being the purchase of water and fuel, cleaning and clearing up the station, and maintenance of teams.

SECOND NAVAL DISTRICT.

Expenditures at this station were limited to the maintenance and repairs of the residence and grounds of the commandant of the district. The repairs cost \$622.88, and the maintenance \$541.10.

NAVAL STATION, TUTUILA.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$26, 219. 86
Repairs and preservation	5, 823. 97
Maintenance	6, 375. 19
Contingent	351. 93
Total	38, 770. 95

YARD IMPROVEMENTS.

One officer's quarters, act July 1, 1902, \$5,000.—Work on this building began April, 1905, but was considerably delayed by the difficulty in securing material and was not completed until March, 1906.

Lumber shed, act March 3, 1905, \$500.—Work on this structure was begun January, 1906, and was completed May, 1906.

Boat house, act March 3, 1905, \$500.—This structure was completed in March, 1906.

Purchase of additional land at Samoa, act July 1, 1902, \$35,000.—A small piece of land, about one-half acre, was purchased for the site of a light-house and another tract, measuring 33 by 99 feet, was purchased for erecting a north mark for the branch observatory.

Grading and filling, act March 3, 1903, \$20,000.—Under this appropriation considerable grading and filling was done during the year, and the working area of the station materially increased.

Miscellaneous.—Some improvements were made to the water system, telephone system, and roads and walks under balances remaining from special appropriations for the purpose.

REPAIRS AND PRESERVATION.

Under this head \$5,823.97 were expended for general repairs.

MAINTENANCE.

The maintenance of the station during the fiscal year cost \$6,375.19, the principal items being cleaning and clearing up the station and purchase of furniture for new officers' quarters.

NAVY-YARD, WASHINGTON, D. C.

The expenditures for labor and material during the fiscal year were as follows:

Yard improvements	\$289, 559. 68
Repairs and preservation	36, 068. 97
Maintenance	36, 715. 97
Civil establishment	6, 438. 08
Contingent	788. 36
Total	369, 571. 06

YARD IMPROVEMENTS.

Quay wall, act April 27, 1904, \$50,000.—This wall was practically complete at the beginning of the fiscal year, but owing to the character of the background it was found necessary to remove a portion of the wall to prevent its failure. When the background is made secure by piling the wall will be replaced.

Machinery for power-plant extension, act April 27, 1904, \$205,200.—Under the balance of this appropriation the installation of the new power-plant machinery was completed and the plant put in service in January, 1906, and motor drive established in all shops.

Building for electric power plant extension, act March 3, 1905, \$75,000.—Under this appropriation an annex to the main power-plant building was constructed and practically completed during the fiscal year.

Pipe-fitters' shop, act April 27, 1904, \$20,000.—A building 74 feet by 40 feet in plan was constructed by the yard force and completed in October, 1905.

One locomotive crane, act April 27, 1904, \$10,000.—A locomotive crane of 20 tons capacity was purchased under this item, at a cost of \$9,220.85.

Fire and telephone station and naval prison building, act March 3, 1905, \$14,000.—This improvement was constructed during the year, at a cost of \$13,933.63. It forms a valuable addition to the yard facilities.

Miscellaneous.—Improvements were made to the water system, heating system, fire-protection system, railroad tracks, and telephone service, additional pavement laid, some grading done, and other miscellaneous work carried on under balances of special appropriations.

REPAIRS AND PRESERVATION.

Expenditures under this appropriation during the fiscal year amounted to \$36,068.97, the principal items being repairs to yard buildings, \$17,148.94, and repairs to power plant, \$8,363.59.

MAINTENANCE.

Under this head the sum of \$36,715.97 were expended, the principal items being the maintenance of yard teams, coal for power plant, cleaning and clearing up the yard, care of buildings, and pay of men on leave.

CONTINGENT.

The amount expended under this appropriation during the fiscal year was for repairing damage caused by fire and for emergency work for which no other appropriation was available.

RECOMMENDATIONS AND ESTIMATES FOR 1908.

The estimates for the navy-yards and stations, covering matters under the cognizance of the Bureau, recommended to be submitted to Congress at its coming session, are as follows:

Public works (including repairs and preservation)	\$10, 277, 159. 00
Maintenance, Yards and Docks	1, 000, 000. 00
Contingent, Yards and Docks	30, 000. 00
Civil establishment, Yards and Docks	166, 959. 11
Total	11, 474, 118. 11

The appropriations made by the act of June 29, 1906, for the public works under the cognizance of the Bureau amounted to \$2,482,450, divided into 119 special appropriations, an average of less than \$21,000. The Bureau's estimates aggregated \$9,054,670, and the proposed improvements, represented by the difference between the estimates and appropriations, \$6,572,220, were consequently not authorized. They are now more than ever needed for the efficiency of the service, as well as the economical operation of the navy-yards.

The work toward the consolidation of heating, lighting, and power plants should go rapidly forward in order that the saving which will result may be sooner realized.

Additional dry docks are most urgently recommended. The Navy afloat is further outgrowing the present and authorized facilities in this respect, and the need for docks which may be appropriated for at this time will undoubtedly be keenly felt by the time they could be completed. Estimates are submitted for beginning a large dock at Boston and one small and one large one at Norfolk. The mobility of floating dry docks has been thoroughly established and the additional dock of that type for which an estimate is submitted will prove a valuable acquisition.

The Bureau renews its recommendation, made in several previous reports, for consideration of the establishment of a docking station on the south Pacific coast.

The most important item in the Bureau's estimates is that for an increase in the amount appropriated for the maintenance of the navy-yards and stations. The most urgent and worthy appeals from yards for funds under this appropriation have been denied owing to the insufficiency of the appropriation. It is false economy. It neutralizes the beneficial results which might be realized from many sources. This appropriation is the lifeblood of the navy-yards; if it is impoverished the whole system suffers.

The Bureau has carefully revised the estimates recommended by the various navy-yards and stations and submits only the items of real and urgent importance. It is sincerely hoped that they will meet the unqualified approval of Congress.

The estimates approved by the Bureau are, in detail, as follows:

NAVY-YARD, BOSTON, MASS.

Item.	Estimate.	Plan. ^a
Water-closet between dry docks.....	\$15,000	1
Paving, to continue.....	20,000	3
Shears on pier No. 6.....	43,000	4
Third floor, building No. 107.....	6,000	6
Rebuilding boiler shop, building 42 (to cost \$107,000).....	50,000	
Foundry for construction and repair.....	76,000	9
Pay office building.....	20,000	14
Improving building No. 36.....	6,500	20
Electric plant, extensions.....	25,000	
Heating system, extensions.....	17,500	
Railroad rolling stock.....	3,000	
Telephone system, extensions.....	1,000	
Railroad system, extensions.....	2,000	
Repairs to dry dock No. 1.....	15,000	
Completing building No. 108.....	5,000	
Salt-water flushing for dry dock No. 2.....	2,500	
Improvements to building No. 42.....	9,000	
Coaling plant, extensions.....	7,000	
Trolleys and racks, building No. 63.....	5,000	
Improving rope-walk building.....	10,000	
Coaling plant tower.....	30,000	
Improving foundry building for steam engineering.....	3,000	
Improvements to naval prison.....	2,500	
Concrete and stone dry dock (to cost \$1,000,000).....	150,000	
Transferring pillar crane to timber basin.....	1,000	
Total.....	525,000	

^aAs required by sec. 3663, R. S.

Water-closet between dry docks, \$15,000.—This improvement is required for the accommodation of the crews of ships using the new dry dock, as the ship accommodations are placed out of service while the vessel is in dock.

Paving, to continue, \$20,000.—A great deal of street paving is still required about this navy-yard to place the much-used streets in good condition.

Shears on pier No. 6, \$43,000.—This item was estimated for last year, but no appropriation was made. The shears are on hand awaiting an appropriation for their erection.

Third floor, building No. 107, \$6,000.—This appropriation is desired for building the third floor of the yards and docks shop building. Floor beams and girders are in place.

Rebuilding boiler shop, building 42 (to cost \$107,000), \$50,000.—An estimate was submitted for this improvement last year, but no appropriation was made. The present boiler is entirely inadequate to meet the demands upon it. An extension of the present building is contemplated, with necessary traveling cranes.

Foundry for construction and repair, \$76,000.—An estimate was submitted for this building last year, but no appropriation was made. The foundry now in use is in an old wooden building. In addition to being liable to destruction by fire, the building is inadequate in size and inconvenient in arrangement.

Pay-office building, \$20,000.—An estimate was submitted for this item last year, but no appropriation was made. The pay office is now located on the second floor of the old building and is exceed-

ingly inconvenient. The proposed building will also provide space for auction sales room, courts-martial room, and board rooms.

Improving building No. 36.—An estimate was submitted for this item last year, but no appropriation was made. It is contemplated to remove the wooden floors and install fireproof construction. The building is used as a joiner shop, and the danger of fire is great.

Electric plant, extensions, \$25,000.—This appropriation is necessary for wiring the various new buildings which have been put into service for transmission of current for lighting and power purposes; also extending wiring to the water front for lighting ships under repairs, and for miscellaneous extensions from time to time as required.

Heating system, extensions, \$17,500.—The various buildings of this yard are now heated by isolated plants. It is desired to connect them with the central heating system in order that the isolated plants may be put out of service and the cost of their maintenance saved.

Railroad rolling stock, \$3,000.—Additional flat and dump cars are greatly needed for the transportation of coal and other material. The rolling stock is at present in very bad condition.

Telephone system, extensions, \$1,000.—This small fund is required for making extensions of the yard telephone system from time to time as new buildings are placed in commission.

Railroad system, extensions, \$2,000.—This item is submitted to cover the cost of extending the railroad tracks about the yard from time to time as necessity therefor arises.

Repairs to dry dock No. 1, \$15,000.—This dock is about 70 years old and was constructed with hydraulic cement which has deteriorated, causing leaks about the entrance of the dock, which necessitates constant pumping to keep the dock dry.

Completing building No. 108, \$5,000.—This building contains the power of the yards and docks department. The appropriation for its construction was insufficient to entirely complete it. Concrete floors were installed in the dynamo and boiler rooms.

Salt-water flushing for dry dock No. 2, \$2,500.—At present fresh water is used for washing out the mud which settles on the bottom of the dry dock when it is pumped out. It is desired to save the cost of this water by installing a salt-water connection through the caisson to be operated by gravity.

Improvements to building No. 42, \$9,000.—A part of this building was improved under a previous appropriation. An elevator shaft was constructed, but owing to the lack of funds no elevator has been installed. It is desired to install an elevator and also heating and lighting connections.

Coaling plant, extensions, \$7,000.—It is desired to install at the coaling plant additional brows and hoisting machinery, in order to increase the capacity of the coal-handling apparatus. It is estimated that from 5 to 10 cents per ton can be saved by the installation of these improvements.

Trolleys and racks, building No. 63, \$5,000.—This building is used for the storage of steel plates and shapes, boilers for launches, and

other heavy materials. It is desired to install racks for the convenient storage of these articles and trolleys for handling them.

Improving ropewalk building, \$10,000.—This estimate was submitted at the urgent request of the Chief of the Bureau of Equipment. It is desired to enlarge the building to provide additional working space, which is necessary to meet the growing demands of the service.

Coaling-plant tower, \$30,000.—The tower of the coaling plant was wrecked by a storm on September 30, 1904. In order that the plant may be utilized to its full capacity it is very desirable that a new tower be constructed and installed.

Improving foundry building for steam engineering, \$3,000.—The present foundry building contains an old partition wall and chimney which it is desired to remove in order that the traveling crane may go along the entire length of the building.

Improvements to naval prison, \$2,500.—This estimate is submitted to cover the cost of installing the hot-water supply system for bath tubs, shower baths, etc., concreting the cellar, constructing catch basins and drains, and other miscellaneous improvements.

Concrete and stone dry dock (to cost \$1,000,000), \$150,000.—This item was approved last year, but no appropriation was made. It is considered very important that the construction of this dry dock be authorized, in order that it may be constructed and ready for service by the time the increase of the Navy afloat requires additional docking facilities.

Transferring pillar crane to timber basin, \$1,000.—This small appropriation is desired to meet the cost of transferring the small crane, which is not now required in its present location, to the timber basin, where it will be of great service.

NAVAL STATION, CAVITE, P. I.

Item.	Estimate.	Plan. ^a
Extension of building No. 64	\$7,500	1
Boat storage shed	4,000	2
Improvement of naval prison	1,500	.....
Total	13,000	.....

^a As required by section 3663, Revised Statutes.

Extension of building No. 64, \$7,500.—This building is used for general storage purposes. The proposed extension will give the general storekeeper about 17,000 square feet additional space under cover, which is urgently needed.

Boat storage shed, \$4,000.—The building at present in use for the storage of boats is inconveniently located and is urgently needed for the storage of ordnance material now left in the open.

Improvement of naval prison, \$1,500.—This small appropriation is desired for the improvement of the naval prison to provide better sanitation.

NAVY-YARD, CHARLESTON, S. C.

Item.	Estimate.	Plan. ^a
Officers' quarters.....	\$24,000	1
Gate house.....	25,000	4
Grading and paving, to continue.....	25,000	
Machinery for yards and docks shop.....	10,000	
Stable and cart shed.....	15,000	7
Locomotive crane.....	6,600	
Intercepting drain No. 2.....	28,700	10
Central power plant.....	30,000	
Floating derrick and pile driver.....	15,000	
Stone and concrete dry dock, to complete.....	50,000	
Railroad equipment.....	15,000	
Crane track extension.....	34,000	15
Railroad system, extensions.....	25,000	16
General paint shop.....	56,000	17
Heating system, extensions.....	15,000	
Conduit system, extension.....	25,000	
Sewer system, extension.....	15,000	
Fire-protection system, extension.....	10,000	22
Electric system, extension.....	10,000	
Ordnance workshop, to complete.....	42,000	25
Elevators and fittings, building No. 7.....	15,000	
Lumber shed for supplies and accounts.....	26,000	27
Oil storehouse.....	36,000	28
Pattern shop for steam engineering.....	35,000	29
Offices for steam engineering.....	18,000	30
Fittings for joiner shop.....	7,000	
Dredging.....	98,000	
Quay walls.....	50,000	34
Piers and slips.....	100,000	35
Sawmill for construction and repair (to cost \$175,000).....	50,000	
Steel storage building for construction and repair.....	50,000	
Total.....	970,300	

^a As required by section 3063, Revised Statutes.

Officers' quarters, \$24,000.—As the dry dock at this navy-yard is nearing completion and a number of buildings are ready for service, it is important that quarters be constructed for officers to be detailed for duty at the yard. The estimate contemplates the construction of three sets of quarters at \$8,000 each.

Gate house, \$25,000.—A two-story building at the main gate of the navy-yard is required for offices for the marine guard, waiting, and detention rooms, and offices for the board of labor employment. The necessity for a building of this character is already urgent.

Grading and paving, to continue, \$25,000.—This being a new navy-yard, a great deal of paving and grading is necessary, and this work should continue from year to year until the working parts of the yard are properly improved in this respect.

Machinery for yards and docks shop, \$10,000.—As buildings and other improvements are placed in service it is essential that the yards and docks department be equipped with the necessary machinery and tools for making repairs and alterations from time to time, as found necessary. The tools now especially desired are for the machine shop and heavy wood-working shop.

Stable and cart shed, \$15,000.—It is necessary to maintain at this navy-yard a considerable number of teams for handling material and stores about the yard, and it is essential that a suitable building be provided for their care and maintenance. A brick building with concrete floors and modern equipment is contemplated.

Locomotive crane, \$6,600.—A small locomotive crane, which can be operated on the railroad track, is much needed for the handling of

heavy weights. A tool of this kind is almost indispensable in connection with the installation of new machinery in the various shop buildings.

Intercepting drain No. 2, \$28,700.—A large area west of the central part of the navy-yard, which is cut off from the river by the Government property, has no outlet for its sewage except across the yard. It is therefore necessary that sewers be installed, to which connection can be made with those of the settlement growing up near the navy-yard boundary.

Central power plant, \$30,000.—It is calculated that this sum will be required for the completion of the central power plant being installed at the navy-yard under previous appropriations, for the operation of the dry dock and all shop tools and machinery and the lighting of the yard.

Floating derrick and pile driver, \$15,000.—A tool of this kind is most urgently needed at this navy-yard where a great deal of work is to be done on the water front. It is indispensable in making repairs to wharves, sea walls, etc.

Stone and concrete dry dock, to complete, \$50,000.—This estimate is for the balance of the authorized cost of this dry dock. The funds will be required during the fiscal year 1908 for the completion of the work.

Railroad equipment, \$15,000.—Additional railroad equipment will be urgently needed as the activity of the yard increases with the placing of new buildings and other improvements in service.

Crane track extension, \$34,000.—The 40-ton crane from the naval station, Port Royal, S. C., is being transferred to this navy-yard, and it is essential that a crane track be constructed for its operation about the dry dock.

Railroad system, extensions, \$25,000.—Additional railroad track is necessary to extend the system to the new dry dock and to new buildings and other improvements.

General paint shop, \$56,000.—It is the intention to erect one building for use as a general paint shop for all departments of the yard instead of having independent buildings for each department. The building contemplated will be two stories high, with steel frame, brick walls, concrete roof, and fireproof fittings.

Heating system, extensions, \$15,000.—It is the intention to heat the various buildings in the navy-yard by steam from the central plant. The appropriation now desired is for the extension of pipe lines to the various buildings.

Conduit system, extension, \$25,000.—This item is needed for continuing the work of constructing an underground conduit system to carry electric light and power wires, telephone cables, and water and steam pipes.

Sewer system, extension, \$15,000.—It is necessary that the sewer system of the yard be extended to various buildings as they are put in service, and the appropriation now asked is for continuing this work.

Fire-protection system, extension, \$10,000.—The fresh water supply of the navy-yard has not sufficient pressure for fire protection, and it is necessary that pumps be installed for forcing the water through the mains.

Electric system, extension, \$10,000.—This appropriation is necessary for the purpose of extending the electric light and power wires from place to place about the navy-yard and installing wiring, lamps, etc., in various buildings.

Ordnance workshop, to complete, \$42,000.—Among the first appropriations made for this navy-yard was one for an ordnance workshop, the amount being \$40,300. This sum is insufficient for the construction of a suitable building and an additional appropriation is therefore asked in order that the work may proceed.

Elevators and fittings, building No. 7, \$15,000.—This is a general storehouse building now being constructed by contract. Before it can be put in service it is necessary that two elevators be installed and that racks, shelves, partitions, etc., be constructed and installed, in order that stores may be properly classified and arranged for issue.

Lumber shed for supplies and accounts, \$25,000.—It is necessary to carry in stock a considerable supply of lumber. In order that it may be protected from the weather this appropriation is asked for the construction of a steel frame building with trolley equipment for handling the material.

Oil storehouse, \$36,000.—This building will be needed as soon as the various departments of the yard begin operations. It is necessary to maintain a considerable supply of oil for yard use and issue to ships, and a suitable fireproof building is essential for the purpose.

Pattern shop for steam engineering, \$35,000.—This estimate is urged by the Engineer-in-Chief of the Navy, and contemplates the construction of a two-story building of brick and steel.

Offices for steam engineering, \$18,000.—No offices have as yet been provided for the department of steam engineering at this navy-yard. It is, of course, essential that suitable offices be provided, and the appropriation now asked contemplates the construction of a moderate building.

Fittings for joiner shop, \$7,000.—An elevator and certain interior fittings are required for this building to fit it for service.

Dredging, \$98,000.—A great deal of dredging will be necessary on the river front to enable deep-draft vessels to reach the new dry dock and the quay walls which are to be constructed. This estimate is submitted for beginning this work.

Quay walls, \$50,000.—This is probably the most important item for this navy-yard. The water front will be of no service until quay walls are built and the yard grade behind them brought up to a level. Material dredged from the river will be filled in behind the walls to accomplish this end.

Piers and slips, \$100,000.—In order to provide berthing space for vessels it is necessary that piers extending into the river be constructed. This estimate contemplates the construction of one pier to be supported on reinforced concrete columns and constructed of steel and concrete. A pier of this construction should last an indefinite time.

Sawmill for construction and repair (to cost \$175,000), \$50,000.—An estimate was submitted last year for this item, but no appropriation was made. It is a necessary part of the construction and repair plant and is strongly urged by the Chief Constructor of the Navy.

Steel storage building for construction and repair, \$50,000.—As soon as the new dry dock is ready for service it will become necessary for the construction and repair department to have facilities for the storage of steel plates and other material used in making repairs to ships. The estimate contemplates a moderate-sized building.

NAVAL STATION, CULEBRA, P. R.

Item.	Estimate.	Plan. ^a
Clearing and grading	\$1,500	.....
Fencing	500	.....
Total	2,000	.....

^a As required by section 3663, Revised Statutes.

Clearing and grading, \$1,500.—This appropriation is required for continuing the clearing of the naval station property of undergrowth and débris and a small amount of grading where required.

Fencing, \$500.—This small appropriation is required for the erection of necessary fencing for the protection of Government property.

NAVAL STATION, ISLAND OF GUAM.

Item.	Estimate.	Plan. ^a
Water supply system	\$25,000	.....
Extension of naval station roads	10,000	.....
Dredging harbor, port of Apra	7,500	.....
Fire protection system	2,500	.....
Telephone system, extensions	2,500	.....
Total	47,500	.....

^a As required by section 3663, Revised Statutes.

Water supply system, \$25,000.—This estimate was submitted last year, but no appropriation was made. It is considered extremely desirable that a concrete cistern be constructed to collect rain water and that the necessary piping for its distribution be installed. Water is at present distilled at a very high cost.

Extension of naval station roads, \$10,000.—The roads on the island were very badly damaged by a typhoon last year and are in need of extensive reconstruction. As the only means of transporting materials on the island is by teaming over common roads, it is essential that they be kept in good condition.

Dredging harbor, port of Apra, \$7,500.—This fund is required for the enlargement of the channel to the coal shed on Cabras Island, to permit the passage of laden coal lighters and to remove from boat channels material washed in by typhoons.

Fire-protection system, \$2,500.—This estimate was submitted last year, but no appropriation was made. An efficient fire-protection system ought to be provided for the protection of Government property. The resources of the island are so limited that there is constant danger of the entire destruction of improvements should a fire once get beyond control.

Telephone system, extensions, \$2,500.—This item was also presented last year, but without success. It is very desirable that modern means of communication be established on the island, owing to the scattered location of Government properties and lack of transportation facilities.

NAVAL STATION, GUANTANAMO, CUBA.

Item.	Estimate.	Plan. ^a
Clearing and grading, to continue	\$25,000	1
Dry dock (to cost \$1,850,000; previous appropriation, \$200,000)	250,000	.....
Dredging	25,000	3
Sea wall	50,000	4
Water system, extension	30,000	5
Outside ship-fitters' shop (to cost \$115,000)	52,800	6
Ship fitting, sheet metal, and electrical machine shop (to cost \$115,000)	50,000	7
General storehouse (to cost \$125,000)	50,000	9
Blacksmith and boiler-makers' shop	44,000	11
Storehouse for cement and lime	20,000	13
One officer's quarters	9,000	20
Torpedo and mine storehouse	30,000	25
Sewer and drainage system	17,000	28
Central power house (to cost \$110,000)	50,000	.....
Furniture and fittings for civilian quarters	2,000	.....
Total	704,800	.....

^aAs required by section 3663, Revised Statutes.

Clearing and grading, to continue, \$25,000.—A great deal of clearing and grading is necessary as a preliminary to the construction of proposed buildings and other improvements.

Dry dock (to cost \$1,850,000; previous appropriation, \$200,000), \$250,000.—No limit of cost has been fixed by Congress for this dry dock, although \$200,000 was appropriated by the act of April 27, 1904, to begin its construction. The Bureau last year estimated the cost of a dock of the largest size, with 37 feet of water over the sill, at \$1,750,000, but the increased cost of labor and material and the observance of the eight-hour law make it advisable to increase the estimate by \$100,000.

Dredging, \$25,000.—Owing to the increase of the depth of the dry dock it will be necessary to do considerable dredging in the vicinity of its entrance. Considerable dredging is also required along the sea wall to provide berthing space for vessels.

Sea wall, \$50,000.—A sea wall along the working front of the station is a necessity. The initial cost will be comparatively high, owing to the necessity of making the wall proof against the teredo and also owing to the location of the work.

Water system, extension, \$30,000.—The extension of the water system to the hospital and other buildings will require the appropriation of the amount estimated. All water pipes should be installed before the grading is completed and streets surfaced.

Outside ship-fitters' shop (to cost \$150,000), \$52,800.—This building is for the use of the construction and repair department, and is one of the first needed in building up this new station.

Ship fitting, sheet metal, and electrical machine shop (to cost \$115,000), \$50,000.—This building is also for the construction and repair department, and is a necessity for carrying on ordinary ship repair work.

General storehouse (to cost \$125,000), \$50,000.—It is very important that a general storehouse be authorized to be constructed as

soon as practicable, as the vessels of the fleets which visit this point from time to time make demands upon the station which it is unable to meet without proper facilities for storing, classifying, and issuing supplies.

Blacksmith and boiler-makers' shop, \$44,000.—A blacksmith shop is one of the prime essentials in connection with making ordinary ship repairs. The estimate contemplates a concrete and steel building.

Storehouse for cement and lime, \$20,000.—In building up the station and in making repairs thereafter, it will be necessary to maintain on hand a large supply of cement and lime, and these materials must be protected from the weather to prevent total destruction of their essential qualities.

One officer's quarters, \$9,000.—One of the first requirements of the station will be suitable quarters for officers, as accommodations can not be secured in the vicinity. Up to the present time officers have been quartered on board ships at the station, but as the ships are constantly changed, this arrangement is exceedingly unsatisfactory and uncertain.

Torpedo and mine storehouse, \$30,000.—A building of suitable size and equipped with cranes for handling mines and torpedoes is required by the ordnance department. This is an important improvement, and will contribute much to the efficiency of the fleet in the vicinity.

Sewer and drainage system, \$17,000.—The importance of a sewer and drainage system is self-evident. It should be installed as soon as possible and before the streets are graded and surfaced.

Central power house (to cost \$110,000), \$50,000.—This appropriation is necessary to begin the construction of a central power house for supplying power to the various shop buildings to be constructed and the pumping plant of the new dry dock, and light to the various yard buildings of the station generally.

Furniture and fittings for civilian quarters, \$2,000.—Under the appropriation made for purchase of land and preliminary work at this station, barracks have been constructed for the use of skilled civilian employees upon the station. There is no appropriation, however, under which the necessary furniture and fittings for such barracks can be purchased. The estimate submitted contemplates the purchase of plain and substantial furniture, necessary to fit up 12 sleeping rooms, 1 mess hall, and 1 general living room. It is necessary that these accommodations be furnished, as otherwise suitable skilled labor can not be secured and retained.

NAVAL STATION, HONOLULU, HAWAII.

Item.	Estimate.	Plan. ^a
Grading, curbing, and fencing.....	\$1,100	.....
Fender timbers, piers Nos. 1 and 2.....	2,000	.....
Total.....	3,100	.....

^a Required by section 3663, Revised Statutes.

Grading, curbing, and fencing, \$1,100.—Some slight improvements are required upon the streets intersecting the naval property at this station and the fences bordering the same.

Fender timbers, piers Nos. 1 and 2, \$2,000.—These timbers are required to prevent vessels from injuring the pier fronts. These piers are much used by army and navy vessels.

NAVAL STATION, KEY WEST, FLA.

Item.	Estimate.	Plan. ^a
Central power house and plant (to cost \$150,000).....	\$50,000	1
Yards and docks building (to cost \$70,000).....	35,000	2
Dispensary.....	10,000	3
One officer's quarters.....	6,000	4
Latrines.....	3,000	5
Foundry building.....	50,000	7
Grading and paving.....	10,000	8
Tools for yards and docks.....	3,000	.....
Water system, extensions.....	2,000	.....
Sewer system, extensions.....	2,000	.....
Dredging and filling in.....	50,000	10
Quarters for commandant.....	12,000	13
Fire-protection system, extensions.....	6,000	.....
Removing steel tanks from Dry Tortugas.....	10,000	.....
Sidewalks along outside station wall.....	2,500	.....
Total.....	251,500	.....

^a Required by section 3663, Revised Statutes.

Central power house and plant (to cost \$150,000), \$50,000.—At present there are three small power plants at this station. It is estimated that the installation of a central power plant would save from \$6,000 to \$8,000 per annum.

Yards and docks building (to cost \$70,000), \$35,000.—The yards and docks department has never had suitable accommodations at this station, and as various improvements have been authorized and others are contemplated it is necessary that proper facilities be provided for carrying on the work.

Dispensary, \$10,000.—This estimate was submitted last year, but no appropriation was made. The surgeon's office is at present located in a small room in one of the station buildings and is extremely inconvenient and without modern sanitary improvements.

One officer's quarters, \$6,000.—This item was also submitted last year without success. Owing to the fact that it is impracticable to secure quarters in the vicinity of the station, this improvement is regarded as very important.

Latrines, \$3,000.—This improvement is very much needed and is especially recommended as a sanitary measure.

Foundry building, \$50,000.—An estimate was submitted for this building last year, but no appropriation was made. It is a necessity for use by the departments of steam engineering and construction and repair in making ordinary repairs to vessels.

Grading and paving, \$10,000.—The roadways at this station are now paved with coral rock, which is very soft and consequently short lived. The streets most used should be paved with brick or asphalt upon a suitable foundation.

Tools for yards and docks, \$3,000.—The department of yards and docks is very much handicapped by lack of suitable tools and appliances, and its work is consequently more expensive than necessary.

Water system, extensions, \$2,000.—This small appropriation is required for further extension of water pipes to new buildings.

Sewer system, extensions, \$2,000.—As new buildings are put in

service it is necessary that sewer connections be made, and this small sum is asked for that purpose.

Dredging and filling in, \$50,000.—The construction of the new quay wall, for which money is available, will leave a considerable area between the wall and the present shore line, which it will be necessary to fill in. The material will be dredged from in front of the quay wall and filled in behind it. This operation will provide deep water up to the wall, and will add a considerable area of valuable ground to the naval station property.

Quarters for commandant, \$12,000.—The commandant of this station is at present occupying two small quarters, which are entirely inadequate and unsuitable for the purpose. As this station is growing in importance and activity, it is considered important that the commandant be properly housed, not only on his own account but on account of the official ceremonies he is required to conduct.

Fire-protection system, extensions, \$6,000.—The fire-protection system at this station has not been developed as the value of the Government property justifies. A salt-water standpipe should be constructed in order to provide a sufficient head of water for fire purposes.

Removing steel tanks from Dry Tortugas, \$10,000.—There are located at the Dry Tortugas Reservation, which has been abandoned for naval use, two large steel tanks formerly used for storing distilled water. These tanks would be of great service at Key West for catching and storing rain water, and it is proposed to transfer them to that station and set them up for that purpose.

Sidewalks along outside station wall, \$2,500.—The authorities at Key West have called upon the Government to improve the sidewalks adjoining the station property, it being the duty of abutting owners under city ordinances to provide such improvements.

NAVY-YARD, LEAGUE ISLAND, PA.

Item.	Estimate.	Plan, a
Storehouse for steel.....	\$28,000	3
Latrine.....	3,000	5
Ordnance storehouse.....	46,000	11
Storage building for machinery from ships.....	21,600	18
Improvements to storehouse, building No. 4.....	12,000	.....
Storehouse for lumber.....	31,000	22
Surgeon's office and dispensary.....	12,000	23
Building for bathing, examination of recruits, and disinfecting of clothing, extension.....	6,000	24
To continue retaining wall about reserve basin.....	50,000	29
Sea wall, extension.....	50,000	29
Improvements to piers Nos. 2 and 3.....	10,000	.....
Berth for receiving ship, to extend.....	25,500	34
Grading and paving.....	25,000	35
Sewer system, extensions.....	5,000	.....
Electric elevators.....	12,000	.....
Floating derrick.....	80,000	.....
Hydraulic dredge.....	100,000	.....
Locomotive crane track, extension.....	30,000	.....
Railroad system, extension.....	10,000	43
Artesian water system, extension.....	4,000	44
Fire-protection system, extension.....	15,000	45
Extension of reserve basin, to continue dredging.....	50,000	46
Dredging and filling in Delaware River water front.....	50,000	46
Electric motors for dry dock No. 1.....	35,000	.....
Central heating system, extensions.....	20,000	.....
Conduit system, extension.....	10,000	50
Central power plant, extension.....	100,000	.....
Piers, extensions.....	120,000	53
Paint shop for construction and repair.....	10,000	.....
Storage bins in ordnance building.....	1,500	.....
Total.....	972,600	.....

a Required by section 3663, Revised Statutes.

Storehouse for steel, \$28,000.—This item was submitted last year, but no appropriation was made. This improvement is very much needed, as it is necessary to maintain a large supply of steel plates and other material for repairs to vessels. This material is now stored mostly in the open air and requires a great deal of attention to prevent deterioration.

Latrine, \$3,000.—As the new dry dock at this navy-yard will be placed in service during the present fiscal year, it is of the utmost importance that accommodations for the crews of vessels in dock be provided.

Ordnance storehouse, \$46,000.—This building is required for the storage of guns, gun carriages, etc. The present facilities are entirely inadequate. It is proposed to erect a moderate building equipped with a 20-ton traveling crane for handling guns and other heavy articles.

Storage building for machinery from ships, \$21,600.—This improvement is urged by the Engineer-in-Chief of the Navy to provide a place for the storage of machinery taken from vessels for repairs while it is awaiting its turn in the shops and while awaiting return to the ships after repairs. At present very valuable space in the shops is taken up by such storage, and the capacity of the shop is thus reduced and the cost of work increased.

Improvements to storehouse, building No. 4, \$12,000.—This building, which has been in use about a year as a general storehouse, is already much crowded, owing to the lack of shelves, racks, and interior fittings, necessary for a systematic distribution of the stores. This item was submitted last year, but no appropriation was made.

Storehouse for lumber, \$31,000.—There is no building at this navy-yard for the storage of a general stock of lumber, such as is constantly required for miscellaneous repairs and improvements, consequently a great deal of delay is experienced and the cost of work increased by the necessity of buying lumber in small lots. It is necessary that material of this kind be protected from the weather and this estimate contemplates the construction of a moderate shed for the purpose.

Surgeon's office and dispensary, \$12,000.—The surgeon's office is at present located in a 2-story building, built in 1875. The arrangements are exceedingly inadequate and unsatisfactory. A large number of men are employed at this navy-yard, and as a rule a considerable number of ships is in the vicinity, so that it is quite important that suitable facilities should be at hand for attending patients.

Building for bathing, examination for recruits, and disinfecting of clothing, extension, \$6,000.—An appropriation of \$10,000 was made for this building by the last appropriation act. The Bureau's estimate was \$15,000. A building which can be constructed for the amount appropriated will be inadequate in size, and it is urgently recommended that the estimate now submitted be approved.

To continue retaining wall about reserve basin, \$50,000.—This appropriation is for the continuation of the project of constructing a large fresh-water basin at this navy-yard, where ships can be laid up without danger to their bottoms.

Sea wall, extension, \$50,000.—This item contemplates the continuation of the sea wall on the Delaware River water front of the navy-

yard, on the west side of the new dry dock. This is a very important item.

Improvements to piers Nos. 2 and 3, \$10,000.—This estimate was submitted last year, but no appropriation was made. The shore ends of these two piers are of old construction and have settled out of grade with the new portions of the piers recently constructed under contract. Considerable work is necessary to bring them to the proper grade to connect with the new piers.

Berth for receiving ship, to extend, \$25,500.—It is contemplated to locate an additional receiving ship near the enlisted men's camp and away from the working part of the yard. This will require dredging of a berth and the construction of a bridge to connect the ships with the shore. This estimate was submitted last year.

Grading and paving, \$25,000.—No appropriation was made for grading last year. The new dry dock will be ready for service before the beginning of the next fiscal year. It is of great importance that funds be appropriated for grading and paving about the dock.

Sewer system, extensions, \$5,000.—Extensions of the sewer system to the new dry dock and to other improvements recently added to the navy-yard will be necessary during the coming fiscal year.

Electric elevators, \$12,000.—Two elevators are required in building No. 4 for the use of the general storekeeper's department and one in building No. 1, yards and docks shops and offices.

Floating derrick, \$80,000.—A floating derrick of large capacity is very much needed as an addition to the equipment of the yard. At the navy-yards, Norfolk and New York, similar tools have been found to be of very great service.

Hydraulic dredge, \$100,000.—It has been calculated that about 4,000,000 yards of material remain to be dredged from the fresh-water basin at this navy-yard. The present cost of dredging by contract is, in the Bureau's opinion, excessive, and it is believed that a considerable saving can be effected by the purchase of a first-class dredging plant. A saving of $2\frac{1}{2}$ cents per yard would pay for the plant, and any additional saving would be a clear gain.

Locomotive crane track, extension, \$30,000.—The extension of the crane track around dry dock No. 2 is now necessary in order that the dry dock may be prepared for full service.

Railroad system, extension, \$10,000.—An estimate of \$10,000 was submitted last year for improvement to the railroad system. It is important that the tracks be extended to new buildings and to the new dry dock in order that material can be handled with promptness and economy.

Artesian water system, extension, \$4,000.—The extension of water pipes to the new dry dock and to the new buildings is a necessity.

Fire-protection system, extension, \$15,000.—It is quite important that the fire-protection system, which has been installed after a carefully studied plan, be extended to new buildings and other improvements.

Extension of reserve basin, to continue dredging, \$50,000.—This appropriation is required to continue excavation of material from the fresh-water basin to provide an anchorage ground for vessels in ordinary. This is a continuation of an approved general plan.

Dredging and filling in Delaware water front, \$50,000.—With the

extension of the Delaware River sea wall to the west of the new dry dock it is necessary that material be dredged alongside the wall to admit deep draft vessels. The material dredged will be filled in behind the wall to bring the surroundings up to the proper grade.

Electric motors for dry dock No. 1, \$35,000.—The cost of operating this dry dock will be materially lessened by the substitution of electric motors for the present steam plant—the current to be furnished from the central power plant. The steam plant and the labor force required for its operation can thus be dispensed with.

Central heating system, extensions, \$20,000.—This appropriation is for continuation of extension of heating improvements from the central plant to the various buildings now heated by independent plants. A considerable saving in operation can thus be effected.

Conduit system, extension, \$10,000.—In connection with the consolidation of power plants at the navy-yard it is necessary that some extensions be made to the underground conduit system for carrying electric light and power wires, steam and water pipes, etc.

Central power plant, extension, \$100,000.—This amount is required for continuing the purchase and installation of modern power-plant machinery to fit the central plant for carrying the entire load of the navy-yard for power, lighting, and heating purposes. This is a most important item, as a very considerable saving in operation and maintenance will result.

Piers, extensions, \$120,000.—The contract for the new dry dock provides for the construction of two very short piers, one on each side of the dry dock entrance. It is necessary for the safe and efficient operation of the dock that piers, equal in length to that of ships to be docked, be constructed. These serve as a guide for ships entering the dock and also provide berthing space on the outside for vessels waiting to be docked.

Paint shop for construction and repair, \$10,000.—This item was submitted last year, but no appropriation was made. It is urged by the Chief Constructor of the Navy as of much importance to his department.

Storage bins in ordnance building, \$1,500.—This moderate improvement in the ordnance building will be of great benefit and is very much desired by the ordnance department.

NAVY-YARD, MARE ISLAND, CAL.

Item.	Estimate.	Plan. ^a
Central light and power plant.....	\$100,000	1
Paving and grading, to continue.....	15,000	2
Railroad system, extensions.....	10,000	3
Sewer system, extensions.....	7,500	4
Electric-plant system, extensions.....	15,000	5
Heating system, extensions.....	10,000	6
Telephone system, extensions.....	2,500	.....
Extensions of wharves.....	25,000	8
Improvements to quay wall.....	3,000	.....
Electric capstans for dry dock No. 1.....	10,000	11
Electric pillar crane.....	11,000	12
Improvements to yards and docks building No. 55.....	4,500	13
Tools for yards and docks.....	4,000	.....
Extension of building No. 119, block and cooper shop.....	15,000	15
Improvements to building No. 96, ship-fitters' shop.....	3,000	17
Improvements to building No. 113, boat shed.....	5,000	.....
Extension of building No. 111, ordnance machine shop.....	25,000	21
Timber shed for supplies and accounts.....	30,000	23
Improvements to building No. 51, spar shop.....	10,000	24

^a Required by section 3663, Revised Statutes.

Navy-Yard, Mare Island, Cal.—Continued.

Item.	Estimate.	Plan. ^a
Improvements to buildings Nos. 69 and 71.....	\$20,000	25
Extension of oil house.....	20,000	26
New elevators in storehouse buildings Nos. 69 and 71.....	4,000	.....
Improvements to freight shed.....	2,000	.....
Improvements to coal cylinders.....	7,500	29
Completion of equipment building No. 101.....	20,000	32
Workshop for electrical class.....	3,000	33
Improvements to rigging building No. 45.....	4,000	34
Improvements to yard cemetery.....	4,000	42
Recreation hall and swimming tank for enlisted men.....	11,000	43
Channel moorings, Mare Island Strait.....	9,000	.....
Improving bending shed, building No. 62.....	1,500	.....
Dispensary building.....	15,000	.....
Improvements to naval prison.....	50,000	.....
Total.....	476,500	.....

^a Required by section 3663, Revised Statutes.

Central light and power plant, \$100,000.—This improvement is necessary in connection with the new dry dock, which is now being constructed, and for the purpose of centralizing the light, power, and heating plants of the navy-yard in accordance with approved policy.

Paving and grading, to continue, \$15,000.—An estimate of \$10,000 for this purpose was submitted last year, but only one-half of that amount was appropriated. Improvements in this respect have been very backward at this navy-yard, and a great deal of work is necessary to place the busiest streets in proper condition.

Railroad system, extensions, \$10,000.—About one-half of the present railroad system is laid with light rails, which have become much worn and are in unsafe condition. It is very important that the railroad system be kept in a good state of repair.

Sewer system, extensions, \$7,500.—During the rainy season many of the yard sewers have proved inadequate, and it is necessary that considerable improvement of the system be made.

Electric-plant system, extensions, \$15,000.—This appropriation is required for the extension of electric wires and cables to various buildings, as they are placed in service, and that the buildings be wired for light and power circuits.

Heating system, extensions, \$10,000.—New buildings recently completed require the installation of heating pipes to connect with the mains from the central plant to avoid the installation of independent heating systems.

Telephone system, extensions, \$2,500.—No appropriation was made last year for this purpose, although an estimate was submitted. Numerous extensions of the yard telephone system are now required, and it is important that this means of communication be kept in efficient condition.

Extensions of wharves, \$25,000.—The need of additional berthing space for vessels is very much felt. At the present time vessels are tied up to the quay wall two or three deep. This congestion naturally causes delay and increases the cost of handling material to and from the vessels.

Improvements to quay wall, \$3,000.—The wooden fenders along the front of the quay wall are in very bad condition and need renewal to prevent damage to the wall.

Electric capstans for dry dock No. 1, \$10,000.—The capstans of this old dry dock are now operated by steam. It is desired to abolish the steam plant and install electric capstans to be connected with the central power plant, which will give better and less expensive service.

Electric pillar crane, \$11,000.—Two 15-ton electric cranes are very much needed on the water front for use in unloading material from ships. This work is at present done by hand-power cranes of about 5 tons capacity, and the amount of labor required makes the handling of material very expensive.

Improvements to yards and docks building No. 55, \$4,500.—This is one of the old buildings of the navy-yard, and is occupied as a machine shop and joiner shop. The roof is in very bad condition, and the floors are so badly worn as to be dangerous.

Tools for yards and docks, \$4,000.—This department of the yard is in great need of some heavy wood and metal working tools, in order that repairs to and alterations in buildings and other improvements may be made promptly and without undue cost.

Extension of building No. 119, block and cooper shop, \$15,000.—An estimate of \$15,000 was submitted for this purpose last year, but no appropriation was made. This is regarded as a very important item, and is urgently recommended by the Chief Constructor of the Navy.

Improvements to building No. 96, ship-fitters' shop, \$3,000.—This small appropriation is asked for the renewal of the skylights of the ship-fitters' shop, to provide additional light; also to relay a portion of the floor which has been worn out in service.

Improvements to building No. 113, boat shed, \$5,000.—This building requires the construction of a monitor in the roof to provide better ventilation and light. It is reported that the use of the building is greatly interfered with by lack of proper light and ventilation.

Extension of building No. 111, ordnance machine shop, \$25,000.—The present machine shop is greatly overcrowded, and additional room is required for the installation of new tools and machinery.

Timber shed for supplies and accounts, \$30,000.—This is a most important item, as at the present time the stock of lumber necessarily kept on hand is scattered about the navy-yard in piles without cover. A great deal of material is consequently damaged before it can be used.

Improvements to building No. 51, spar shed, \$10,000.—A large amount of floor space can be provided in the attic of this building by constructing an additional floor and installing monitors to furnish light and ventilation. This space is very much needed by the general storekeeper. An estimate was submitted last year for this purpose, but no appropriation was made.

Improvements to buildings Nos. 69 and 71, \$20,000.—These buildings are used by the general storekeeper for storing supplies and material. They are old buildings, but still in fair condition. It is necessary, however, to install some additional ventilators and a floor in the attic of building No. 71. An estimate was submitted for this item last year, but no appropriation was made.

Extension of oil house, \$20,000.—A great deal of oil is necessarily stored at this navy-yard for yard use and for issue to ships and ship-

ment to foreign stations. It is of the utmost importance that a suitable fireproof storage place be provided.

Two elevators in storehouse buildings Nos 69 and 71, \$4,000.—The elevators now in use in these buildings are very old and of small capacity, and it is very desirable that they be replaced by modern electric machines.

Improvements to freight shed, \$2,000.—This small appropriation is asked to bear the cost of constructing a concrete or asphalt floor in the freight shed to replace the old wooden floor, which is unequal to the rough service required of it.

Improvements to coal cylinders, \$7,500.—These large steel cylinders, constructed as an experiment for the storage of coal, were found unsatisfactory for that purpose and have been turned over to the general storekeeper for the storage of cement and lime. In order to fit them for this purpose it is necessary that a roof be constructed over them to protect the contents from the weather.

Completion of equipment building No. 101, \$20,000.—This appropriation is desired to build a connection between the new and the old equipment buildings, which will provide considerable addition of space at comparatively small cost.

Workshop for electrical class, \$3,000.—This shop is to be occupied by classes of enlisted men under instruction in electrical work. The present shop is very badly crowded and lacking in suitable improvements for admitting light and securing ventilation.

Improvements to rigging building No. 45, \$4,000.—This fund is requested for constructing a monitor on building No. 45 to provide ventilation and light in the attic, which is devoted to remaking of boat cushions, etc.

Improvements to yard cemetery, \$4,000.—The capacity of the yard cemetery has been very nearly reached, and it becomes necessary to extend the boundaries. This will require the construction of considerable fencing and a rearrangement of roads, walks, etc.

Recreation hall and swimming tank for enlisted men, \$11,000.—This is regarded as a very important item, it being extremely desirable to provide some method of diversion for the enlisted men of vessels at the navy-yard.

Channel moorings, Mare Island Strait, \$9,000.—It has been found upon examination that the buoys, anchors, and chain cables used for mooring ships in the channel have badly deteriorated. It is important that these facilities for mooring be renewed, in order to avoid the danger of ships breaking adrift.

Improving bending shed, building No. 62, \$1,500.—This building is in need of improvements to admit more light, and it is proposed to install sliding glass doors to accomplish the end desired.

Dispensary building, \$15,000.—This estimate is submitted at the request of the Surgeon-General of the Navy, and the building is regarded by this Bureau as an important and necessary improvement.

Improvements to naval prison, \$50,000.—The accommodations for prisoners at this navy-yard are very much overcrowded, and a large number of prisoners are now confined on ships in very cramped quarters. An extension of the naval prison building is contemplated, to be fitted with modern steel cells and sanitary fittings.

NAVAL STATION, NEW ORLEANS, LA.

Item.	Estimate.	Plan, ^a
Improvement of water front.....	\$50,000	1
Levee improvement and grading.....	50,000	3
Railroad system.....	10,000	5
Central electric light and power plant, extension.....	100,000	6
Central heating plant.....	18,000	7
Underground conduit system.....	10,000	8
Paving.....	10,000	9
Drainage system, to continue.....	10,000	11
Quarters for commandant.....	15,000	.....
Improvement to machine shop, building No. 4.....	5,000	17
Fitting up yard buildings Nos. 8 and 16.....	4,300	.....
Lumber storehouse.....	15,000	21
Dispensary building.....	9,000	22
Office building for steam engineering.....	20,000	23
Total.....	326,300	.....

^a Required by section 3063, Revised Statutes.

Improvement of water front, \$50,000.—An estimate of \$75,000 was submitted last year for this improvement, but only \$40,000 were appropriated. The amount now asked is necessary to continue the construction of the wharf along the station front, at which vessels can lie for repairs when not in the dry dock.

Levee improvement and grading, \$50,000.—This appropriation is asked for continuing the work of improvement to the levee and the necessary filling and grading behind it to bring the station property to a uniform grade. This is necessary to permit transportation of materials from the station to the dry dock and ships in the river without undue cost.

Railroad system, \$10,000.—This appropriation is required for the purchase of a yard locomotive and railroad track scales and extensions and improvement of the railroad tracks.

Central electric light and power plant, extension, \$100,000.—This amount is necessary for the completion of the plant at this station to provide light and power for all purposes. It is important that this appropriation be made at this time, as the power-plant building is under construction and a portion of the machinery has been contracted for.

Central heating plant, \$18,000.—This fund is asked for the installation of the necessary piping and radiators for heating the various buildings from the central plant.

Underground conduit system, \$10,000.—In connection with the central power plant it is necessary that underground conduits be constructed for carrying the electric light and power wires. This work should be done at this time, before the streets and sidewalks are graded and paved.

Paving, \$10,000.—A number of buildings have been completed at this station and are ready for service, and it now becomes necessary to ask for small appropriations from time to time for laying pavements about these buildings.

Drainage system, to continue, \$10,000.—This is a very important item, as conditions quickly become insanitary unless proper attention is given to the disposal of surface water and sewage.

Quarters for commandant, \$15,000.—It is considered very important that suitable quarters be provided for the commandant of this naval station, in order that he may be properly housed and prepared

connect with various points. The centralization of the power plants necessitates the shifting of numerous outside wires and cables.

Heating system, extensions, \$20,000.—This appropriation should be made for continuing the installation of heating mains to be connected with the central plant, in order that independent plants may be put out of service and the cost of their operation and maintenance saved.

Underground conduits, extensions, \$15,000.—The work of placing wires and pipes underground should be continued, as the expense of maintenance and repairs is thereby greatly reduced and conditions improved in the way of safety in the transmission of electric currents.

Railroad equipment, additional, \$5,000.—The railroad system at this yard is getting into very bad condition. There is a constant shortage of cars and a consequent delay of operations.

Railroad system, extensions, \$10,000.—Many of the tracks at this navy-yard have been laid for a number of years and should be entirely rebuilt. Constant trouble is experienced with cars and traveling cranes getting off the tracks. Some extensions of the trackage are also greatly needed.

Electric motors for pump-well valves, \$7,000.—These valves are very large and are now operated by hand with great difficulty. The operation of the dry-dock pumps is interfered with and a great deal of labor is necessarily expended which might be saved by the operation of the valves by machinery.

Sewers and drains, \$10,000.—Improvements and extensions of the sewer system are needed as a sanitary measure.

Electric elevators, \$10,000.—It is contemplated to replace three steam elevators with electric machines, in order that the independent steam plants may be placed out of service and the cost of their operation saved. The new elevators would be operated by current from the central power plant.

Improvements to roofs of buildings, \$10,000.—The roofs of practically all the buildings of this navy-yard are in bad condition, due to continued lack of repairs, owing to the shortage of funds under the general appropriation for repairs and preservation. Most of the buildings of the yard are comparatively old, and these extraordinary repairs are urgently needed.

Telephone system, extensions, \$12,000.—The telephone service at this yard is exceedingly poor, the systems having been installed many years ago and extensions made from time to time, so that there is a lack of uniformity and modern equipment. It is contemplated to install an automatic system which will eliminate the necessity for switch-board operators.

Central power plant, \$140,000.—At this important navy-yard it is essential that a large power plant be installed to meet the constant and heavy demands upon it. A very careful general plan was prepared and approved by the Department, and a portion of the necessary machinery has been contracted for. It is important that the balance of the plant be installed as early as possible, in order that the saving in maintenance and operation which will result from the elimination of independent plants may be secured.

Cement storehouse, \$11,000.—A great deal of cement is used at this navy-yard, and shipments are often made from the supply to

foreign stations. It is essential that material of this kind be properly stored to prevent rapid deterioration.

Coppersmith shop for steam engineering, \$97,000.—The copper-smith shop of this department is now located in the foundry building, which is an exceedingly unsatisfactory and expensive arrangement. The Engineer-in-Chief urges the authorization of a new building to be devoted to coppersmith work.

Storehouse for steam engineering (to cost \$102,000), \$51,000.—A building of this character is required for the storage and inspection of spare machinery, castings, etc., and machinery removed from ships under repairs. It is now necessary to store a great deal of this material out of doors, and considerable trouble has been experienced on account of parts being stolen and by deterioration due to exposure.

Ordnance storehouse (to cost \$146,000), \$50,000.—The ordnance department is very much in need of additional storage facilities on the cob dock adjacent to the ordnance slip. This item is specially urged by the Chief of the Bureau of Ordnance and is regarded by this Bureau as very important.

Brass foundry, \$25,000.—An extension of the steam engineering brass foundry is greatly needed to provide facilities for meeting the increasing demands.

Additional story, building No. 31, \$40,000.—This building is used by the department of supplies and accounts as a clothing factory. Owing to inadequate facilities it is now necessary that considerable work be done outside of the navy-yard by contract with private parties. In order to bring all of the work under the supervision of the officer in charge of the factory it is contemplated to construct an additional story on this building.

NAVY-YARD, NORFOLK, VA.

Item.	Estimate.	Plan ^a
Piers and ships, additional.....	\$50,000	
Concrete and stone dry dock No. 4 (to cost \$250,000).....	100,000	6
Locomotive crane and track.....	75,000	7
Fire-protection system, extensions.....	8,000	
Railroad tracks, extensions.....	15,000	9
Paving and grading, additional.....	25,000	10
Concrete and stone dry dock No. 5 (to cost \$1,575,000).....	200,000	11
Boundary wall or fence.....	10,000	
Rebuilding coal wharf.....	25,000	
Renew entrance dry dock No. 2 (to cost \$150,000).....	50,000	
Central power plant.....	130,000	
Telephone system, extensions.....	2,500	
Sewer system, extensions.....	5,000	
Heating system, extensions.....	15,000	
Compressed-air system, extensions.....	15,000	
Electric plant, extensions.....	30,000	
Boundary wall or fence, St. Helena Reservation.....	10,000	
Dredging and filling at St. Helena.....	10,000	
Fire-protection system at St. Helena.....	10,000	
Naval prison at St. Helena.....	60,000	30
Plumber shop for construction and repair.....	85,000	35
New roof, foundry building No. 22.....	5,500	
Machine shop for steam engineering, to complete.....	25,000	
Shed over Sinclair avenue.....	48,000	45
Water-closet and wash room, machine shop building No. 36.....	10,000	
Timber shed.....	15,000	49
Oil house.....	40,000	51
Roads at St. Helena, additional.....	5,000	
Boiler and smith shop for steam engineering (to cost \$180,000).....	80,000	55
Concrete and granite dry dock, to complete.....	100,000	
Improvements to 100-ton shears, to complete.....	20,000	
Electric pumps and improvements to caissons.....	12,000	
Improvements to building No. 62.....	1,200	
Total.....	1,288,200	

^a Required by section 3663, Revised Statutes.

Piers and slips, additional, \$50,000.—This estimate was submitted last year, but no appropriation was made. Additional berthing space for vessels is very urgently needed at this navy-yard, where a great deal of repair work and fitting out is done. It is contemplated to replace an old sea wall which is about to collapse with piers of modern construction.

Concrete and stone dry dock No. 4 (to cost \$250,000), \$100,000.—A small dry dock for use in docking tugboats, torpedo boats, and other small vessels is very much needed at this navy-yard, in order that vessels of this size may be docked without the expense of the operation of the large docks.

Locomotive crane and track, \$75,000.—A large fitting-out basin has been completed at this navy-yard, and in order that it may be utilized to its full capacity it is necessary that a 40-ton locomotive crane be provided for operation around the basin.

Fire-protection system, extensions, \$8,000.—The extension of the fire mains, fire-alarm system, etc., to the new portion of the navy-yard is urgently recommended.

Railroad tracks, extensions, \$15,000.—This appropriation is required for the extension of the railroad track into the new portion of the navy-yard. Some work is also required on the old tracks at points where pavements are being relaid.

Paving and grading, additional, \$25,000.—It is very desirable that additional funds be appropriated for paving and grading. The streets are in bad condition and have been the subject of comment by the medical officer, who regards the existing conditions as insanitary.

Concrete and stone dry dock No. 5 (to cost \$1,375,000) \$200,000.—The Bureau is of opinion that the time has arrived for authorizing an additional large dry dock for this navy-yard, to be constructed of concrete and stone and to be, approximately, 800 feet long. The docks now in service and building at this navy-yard have not sufficient length for modern commercial ships which might, in time of war, be taken into the service.

Boundary wall or fence, \$10,000.—A number of new buildings are being constructed on the land recently added to this navy-yard, and is important that the property be suitably inclosed by the time the buildings are ready for occupancy.

Rebuilding coal wharf, \$25,000.—This wharf needs entire reconstruction, owing to the decayed condition of the timbers used in its construction. This is a very important item, as the wharf is now practically unfit for use.

Renew entrance dry dock No. 2 (to cost \$150,000) \$50,000.—This is a timber dry dock, completed in 1889. The ordinary life of the timber about the entrance has been spent and it will be necessary to make extensive repairs in the near future. It is contemplated to rebuild the entrance in concrete according to modern practice.

Central power plant, \$130,000.—Plans have been completed and approved by the Department for the installation of a central power plant at this navy-yard to furnish light and power for all purposes. The appropriation now asked is required for the completion of the

work. A portion of the machinery has been contracted for under the general appropriation for the consolidation of power plants.

Telephone system, extensions, \$2,500.—The telephone systems of this navy-yard, of which there are several, are in very bad condition. It is contemplated to abolish all of the independent lines and install one general system.

Sewer system, extensions, \$5,000.—With the extension of the navy-yard to the additional land recently acquired it is necessary that the sewers be extended to connect with new buildings and other improvements located thereon.

Heating system, extensions, \$15,000.—This appropriation is asked for the extension of heating mains to new buildings, in order to avoid the establishing of independent heating plants.

Compressed-air system, extensions, \$15,000.—In connection with the central power plant, it is necessary that pipes be extended about the yard for the transmission of compressed air for the operation of tools in the shops and at various points where repairs are under way.

Electric plant, extensions, \$30,000.—This appropriation is required for the extension of electric light and power wires to the new dry dock and to various parts of the yard where the use of electric current is required.

Boundary wall or fence, St. Helena Reservation, \$10,000.—This reservation is used as a training station for enlisted men, and is at present inclosed with a low board fence. Great difficulty is experienced in excluding improper parties from the reservation and restricting men from absenting themselves without leave.

Dredging and filling at St. Helena, \$10,000.—This item was submitted last year, but no appropriation was made. There is a great deal of marshy land in the vicinity, and it is important as a matter of sanitation that this low land be improved.

Fire-protection system at St. Helena, \$10,000.—It is very desirable that an efficient fire-protection system be installed at this point, owing to the character of the buildings and other improvements. There is practically no protection at present and, owing to the location of the property, a fire would probably prove most disastrous.

Naval prison at St. Helena, \$60,000.—The provisions for caring for prisoners at this point are exceedingly inadequate. The Judge-Advocate-General of the Navy has personally investigated the conditions and strongly urges the construction of a moderate-sized prison building, to be provided with suitable fittings, to secure the safety of the prisoners and sanitary surroundings.

Plumber shop for construction and repair, \$85,000.—This appropriation is urged by the chief constructor to meet the demand for accommodation of plumbers, pipe fitters, coppersmiths, galvanized-iron workers, and wire-workers. An estimate was submitted last year, but no appropriation was made.

New roof, foundry building No. 22, \$6,500.—This is a steam engineering building and is in need of extensive repairs, especially to the roof. The building was constructed in 1859.

Machine shop for steam engineering, to complete, \$25,000.—This appropriation is asked to provide for the construction of an addi-

tional wing on this shop in order to provide space for additional tools, which are urgently needed.

Shed over Sinclair avenue, \$43,000.—This avenue has been abandoned as a thoroughfare, and the appropriation is asked to construct a roof from the building on one side to that on the other, and for a concrete floor to be laid and an overhead crane to be installed. This will provide a large working space for the steam engineering department at a comparatively small cost.

Water-closet and wash room, machine-shop building No. 36, \$10,000.—This improvement is required for the convenience and accommodation of the boiler makers and other employees of the steam engineering shops. The facilities in this regard are at present entirely inadequate.

Timber shed, \$15,000.—A shed about 400 feet long is required at this navy-yard for the storage of timber now kept in the open and exposed to the weather. This is regarded as a very important item.

Oil house, \$40,000.—The facilities at present for the storage of paints, oils, etc., are entirely inadequate. There is constant danger of explosions and fire, and it is regarded as highly important as a matter of safety that an isolated fireproof building be constructed for this purpose.

Roads at St. Helena, additional, \$5,000.—With the filling in and grading at St. Helena, it is necessary that funds be provided for the construction of roads and walks. The natural soil is not suitable for surfacing, and it is therefore necessary to purchase material for the purpose.

Boiler and smith shop for steam engineering (to cost \$180,000), \$80,000.—The demands upon the steam engineering department at this yard are rapidly increasing, and it is believed to be important that the construction of a new building for use as a boiler shop and smith shop be authorized at this time.

Concrete and granite dry dock, to complete, \$100,000.—This appropriation is required to complete the dry dock now under construction, which was authorized to cost \$1,200,000, of which sum \$1,100,000 have been appropriated.

Improvements to 100-ton shears, to complete, \$20,000.—It is desired to remodel the 100-ton shears at this navy-yard and provide for their operation by electricity to increase the speed with which heavy weights can be handled.

Electric pumps and improvements to caissons, \$12,000.—The Chief Constructor urges that the caissons of the old dry dock be fitted with electric pumps and that they be generally overhauled and improved. The Bureau regards this work as very desirable, and submits the estimate with its approval.

Improvements to building No. 62, \$1,200.—This estimate is submitted at the instance of the Chief of the Bureau of Ordnance to provide funds for interior improvements in the way of lockers, shelving, etc., in this building, which is used as a torpedo storehouse.

NAVAL STATION, OLONGAPO, P. I.

Item.	Estimate.	Plan. ^a
Dredging and reclamation	\$200,000	.....
Water system, extensions	40,000	4
Quay walls	150,000	7
Closing Binicktigan and Tinaligman rivers	25,000	8
Railroad and track equipment	10,000	.....
Roads and bridges, to extend	20,000	.....
Latrines	5,000	.....
Bending shop (to cost \$110,000)	75,000	.....
Smithery (to cost \$80,000)	65,000	.....
Central power house and plant	100,000	.....
Total	690,000	.....

^a Required by section 3663, Revised Statutes.

Dredging and reclamation, \$200,000.—This appropriation is required for dredging in front of the proposed location of quay walls and filling in the station property to bring it to a proper elevation above extreme high water. Two appropriations for dredging were made by the act of April 27, 1904, but were so limited as to quantities and unit prices that it has been found impracticable to expend the money, the Comptroller having decided that the appropriations could only be expended for the quantities and at the unit prices specified. These appropriations will consequently be turned back to the Treasury, the amount being approximately \$45,000.

Water system, extensions, \$40,000.—The present water supply at the station is obtained from shallow wells and by distillation. The supply is inadequate, even for present needs, and as the station begins to build up it will be necessary to provide for piping a supply from the mountains back of the station. An appropriation was made by the act of April 27, 1904, amounting to \$15,895, but the limitations as to quantities and unit prices were such that it has been found impracticable to expend the money, and it will consequently be turned back into the Treasury.

Quay walls, \$150,000.—An appropriation was also made for this purpose by the act of April 27, 1904, amounting to \$63,000, with a limit of cost of \$252,000. The appropriation act specified the number of feet of quay wall to be built and the price per foot. It has been found that the necessary wall can be constructed at a less price per foot, but the Comptroller has decided that the money can only be expended according to the prices and quantities specified. This makes it impracticable to expend the money, and it will consequently be turned back to the Treasury. These quay walls are among the first necessities for the building up of the station.

Closing Binicktigan and Tinaligman rivers, \$25,000.—The closing of these rivers is necessary to prevent sediment from being carried into the inner basin. An estimate for this purpose was submitted last year, but no appropriation was made. This work is necessary and should be undertaken without delay.

Railroad and track equipment, \$10,000.—The construction of a station railroad system is of the utmost importance to the building up of the station, in order that material and labor can be transported with dispatch and economy.

Roads and bridges, to extend, \$20,000.—There are at present practically no roads about the naval-station site, and in order to provide

for economical handling of material it will be necessary to construct a number of roads and erect temporary bridges where necessary.

Latrines, \$5,000.—It is absolutely necessary to provide accommodations of this character on shore for the use of the crews of vessels placed in the dry dock. The present facilities are extremely primitive and inadequate.

Bending shop (to cost \$110,000), \$75,000.—An estimate for this building was submitted last year. It is one of the first buildings required in building up the station.

Smithery (to cost \$80,000), \$65,000.—This building is also one of the first required, and an estimate was likewise submitted last year.

Central power house and plant, \$100,000.—One of the first necessities for a repair station is a plant for the lighting of the station and supplying electric current for the operation of tools and machinery. This estimate contemplates a plant of moderate capacity at this time, but so designed that it may be enlarged at a subsequent date.

All of the above estimates are in line with the recommendations of the Olongapo board for the development of this station.

NAVY-YARD, PENSACOLA, FLA.

Item.	Estimate.	Plan. ^a
Machinery for central power plant.....	\$35,000	.....
Pile driver.....	5,000	.....
Ordnance building.....	50,000	.....
Naval prison.....	28,000	6
Paint and oil storehouse.....	15,000	7
Railroad track and equipment.....	5,000	.....
Tools for yards and docks.....	2,000	.....
Conduit system.....	2,500	.....
Improvements to storehouse, building No. 25.....	5,000	.....
Quarters for warrant officers.....	5,000	.....
One officer's quarters.....	8,000	.....
Improvements to building No. 40.....	5,000	.....
Lumber-storage shed.....	15,000	.....
Total.....	180,500	.....

^a Required by section 3663, Revised Statutes

Machinery for central power plant, \$35,000.—The act of March 3, 1905, authorized the purchase of machinery for the central power house, to cost \$120,000, and \$50,000 were appropriated. The sum of \$35,000 additional will be required during the coming fiscal year to continue the installation.

Pile driver, \$5,000.—A machine of this kind is very much needed at this navy-yard, where a great many repairs are required to the water-front structures.

Ordnance building, \$50,000.—The ordnance department at this navy-yard is at present located in two small rooms in building No. 25. These quarters are entirely inadequate, and the construction of a building of moderate size to be devoted entirely to ordnance purposes is very much needed.

Naval prison, \$28,000.—Four individual cells and one large cell comprise the present prison facilities at this navy-yard. The arrangement is very inconvenient, inadequate, and insanitary. A moderate-sized building with proper fittings is practically a necessity and is very strongly urged by the Judge-Advocate-General.

Paint and oil storehouse, \$15,000.—This estimate was submitted last year, but no appropriation was made. Paint and oil are at pres-

ent stored in a small building, which is inadequate in size and lacks fireproof qualities.

Railroad and equipment, \$5,000.—Considerable new railroad track is required for extensions to new buildings, and a portion of the old track needs renewal. An estimate was submitted last year for this purpose, but no appropriation was made.

Tools for yards and docks, \$2,000.—This small appropriation is desired to provide for the purchase of machine tools, which are very much required by the yards and docks department.

Conduit system, \$2,500.—In connection with the construction of the central power plant it is desirable that underground conduits be provided for conducting electric wires and cables from the power-house building to various points where required.

Improvements to storehouse building No. 25, \$5,000.—An elevator and some wire partitions and shelving are required by the general storekeeper in this building in order that stores may be properly arranged and classified and economically handled.

Quarters for warrant officers, \$5,000.—There are no accommodations in the vicinity of this navy-yard for officers on duty at the station, and it is consequently important that suitable quarters be provided in the yard.

One officer's quarters, \$8,000.—The above remarks relative to quarters for warrant officers apply equally to this item.

Improvements to building No. 40, \$5,000.—An item of \$8,000 was submitted last year for this purpose, but no appropriation was made. The building is used as a general storehouse and the improvements are urged by the Paymaster-General as being extremely desirable.

Lumber storage shed, \$15,000.—This item is also urged by the Paymaster-General as a necessary improvement for protecting the stock of lumber required to be carried on hand. Material of this kind must be protected from the rays of the sun in this climate.

NAVY-YARD, PORTSMOUTH, N. H.

Item.	Estimate.	Plan.
Pattern shop for steam engineering, to complete.....	\$61,200	2
Blasting in front of quay wall (to cost \$110,000).....	80,000	3
Quay walls, to extend.....	50,000	5
Track for 40-ton crane, extension.....	46,800	6
Foundry (to cost \$224,360).....	100,000	8
Railroad and rolling stock.....	5,000	12
Sewer system, extensions.....	5,000	13
Grading, to continue.....	30,000	14
Copper and blacksmith shop for steam engineering (to cost \$120,000).....	60,000	16
Erecting shop for steam engineering.....	85,200	18
Chapel and recreation hall.....	50,000	19
Heating system, steel plant, building No. 92.....	12,000	20
Central power plant, extension.....	60,000	
Paint shop.....	20,000	
Coaling plant.....	15,000	
Wash room for prison ship.....	8,000	
Improvements to plumbers' shop.....	3,000	
Naval prison laundry.....	3,000	
Naval prison cooking and baking plant.....	3,200	
Naval prison barracks (for marines).....	105,000	
Naval prison, quarters for commanding officer.....	12,000	
Naval prison, quarters for officers.....	15,000	
Naval prison, furniture and fittings.....	8,500	
Naval prison, additional cells, elevator and fittings.....	75,000	
Naval prison, administration building, to complete.....	10,000	
Naval prison, northeast wing (to cost \$200,000).....	75,000	
Purchase of water-supply system.....	170,000	
Total.....	1,137,000	

^a Required by section 3663, Revised Statutes.

Pattern shop for steam engineering, to complete, \$61,200.—An appropriation of \$39,400 was made by the act of March 3, 1905, toward the construction of this building. Plans were prepared of a building meeting the views of the Engineer-in-Chief and the additional amount now estimated will be required to do the work. The act above referred to fixed no limit of cost.

Blasting in front of quay wall (to cost \$110,000) \$50,000.—A ledge of solid rock a short distance from the new dry dock must be removed to provide for the safe handling of vessels in the vicinity. The early completion of this work is very important.

Quay walls, to extend, \$50,000.—The most urgent need of the navy-yard is for additional water front for berthing vessels. An estimate of \$70,000 was submitted last year, but only \$40,000 were appropriated.

Track for 40-ton crane, extension, \$46,800.—This appropriation is required for extending the track for the 40-ton crane along the quay wall so the crane can be used at various points as well as at the dry dock.

Foundry (to cost \$224,300) \$100,000.—The foundry formerly occupied by the department of steam engineering was condemned and has been removed. It is proposed to construct a building designed to perform all the foundry work of the yard.

Railroad and rolling stock, \$5,000.—The extension of the railroad tracks to the improvements on Seaveys Island is very much desired, in order that materials and stores can be handled expeditiously and without undue cost.

Sewer system, extensions, \$5,000.—In order to maintain proper sanitary conditions, it is necessary that the sewer system be extended from time to time as found necessary to new improvements.

Grading, to continue, \$30,000.—Grading operations at this navy-yard are comparatively expensive, as the bulk of the work is in solid rock. It is absolutely necessary that a certain amount of grading be done to prepare sites for proposed buildings and other improvements.

Copper and blacksmith shop for steam engineering (to cost \$120,000) \$60,000.—The steam-engineering plant at this navy-yard is inadequately housed in buildings constructed a good many years ago. With the opening of the new dry dock the demands upon this department are greatly increased, and it appears advisable to undertake the erection of new and modern buildings.

Erecting shop for steam engineering, \$85,200.—The comment regarding the copper shop applies equally to this item. By the time these buildings can be erected the need of them will be keenly felt.

Chapel and recreation hall, \$50,000.—An estimate was submitted for this appropriation last year, but no appropriation was made. As a great many vessels will undoubtedly come to this navy-yard for docking, it is extremely desirable that a place of recreation be provided for the enlisted men, as being conducive to satisfaction with the service.

Heating system, steel plant, building No. 92, \$12,000.—This appropriation is required for installing heating facilities in the steel plant building recently constructed for use of the department of construction and repair. The appropriation for the building was not sufficient to provide for this improvement.

Central power plant, extension, \$60,000.—By the act of June 29,

1906, the expenditure of \$120,000 was authorized for this purpose, but only \$60,000 were appropriated. The balance will be required during the fiscal year for completing the work.

Paint shop, \$20,000.—An item of \$18,200 was submitted last year for a paint shop, but no appropriation was made. A building of moderate size and fireproof construction is very much needed.

Coaling plant, \$15,000.—This plant was badly damaged by fire a couple of years ago. Some temporary repairs were made, but the storage shed is still without a roof. It is desirable to renew the roof and make some other improvements necessary to utilize the plant to its full capacity.

Wash room for prison ship, \$8,000.—This appropriation is required to construct on shore a wash room for the use of the prisoners confined on the prison ship *Southery*. It is probable that even after the completion of the new prison, this ship will be retained at the navy-yard for the confinement of a certain class of prisoners.

Improvements to plumber's shop, \$3,000.—This small appropriation is required for the extension of the floor of the plumber's shop to provide working space for plumbers and tanners of the department of construction and repair.

Naval prison laundry, \$3,000.—As one wing of the naval prison and the administration building are nearing completion it is necessary to provide laundry equipment for the use of the prison officers, guards, and inmates. This is a necessary provision.

Naval prison cooking and baking plant, \$3,200.—This is also a necessary provision in connection with the occupation of the naval prison.

Naval prison barracks for marines, \$105,000.—It is necessary to provide quarters for the marines detailed to act as guards at the naval prison. A considerable number of marines will be detailed for this duty and will, in addition to performing duty as guards at the prison, continue their routine of instruction, drill, etc., as at other marine barracks.

Naval prison, quarters for commanding officer, \$12,000.—As this prison will upon completion provide for the accommodation of 640 prisoners, and as a large number of marines will be on duty at the barracks, it is necessary that the commanding officer be provided with suitable quarters in the vicinity of the prison.

Naval prison, quarters for officers, \$15,000.—A number of junior officers will be detailed as assistants to the commanding officer of the prison and it will be necessary to provide them with suitable quarters. The construction of a single building containing several apartments is contemplated.

Naval prison, furniture and fittings, \$8,500.—This appropriation is asked for the purchase of the necessary office furniture, mess-hall furniture and fittings, kitchen utensils, etc., required by the officers and men detailed for duty at the prison and the prisoners. This estimate is based on prices which have been obtained on plain, substantial articles.

Naval prison, additional cells, elevator and fittings, \$75,000.—This appropriation is required for concluding the installation of cells in the wing of the prison already constructed and installing elevator, heating and lighting fixtures, etc., in the administration building.

Naval prison, administration building, to complete, \$10,000.—This building, which is being constructed by contract, is still incomplete, owing to the impossibility of securing bids within the appropriation available. The appropriation now asked is necessary to complete this portion of the building.

Naval prison, northeast wing (to cost \$200,000), \$75,000.—The prison building is designed to consist of two wings, having 320 cells each, with the administration building in the center. The southwest wing has been completed with the exception of some of the cells; the administration building is under contract as above stated; and it is desired to undertake the construction of the northeast wing without delay, in order that the total capacity of the prison, which is very greatly needed, may be available. The Judge-Advocate-General of the Navy has personally investigated the conditions and is thoroughly conversant with the needs of the service, and all of the estimates for this prison are strongly urged by that officer.

Purchase of water-supply system, \$170,000.—This estimate was submitted last year but no appropriation was made. It is considered very important that the Government should control the fresh-water supply system for this navy-yard. The Bureau is at present paying 20 cents per thousand gallons for fresh water, and it is believed that the cost of the system could be saved in a few years if the control passed into the hands of the Government.

NAVY-YARD, PUGET SOUND, WASHINGTON.

Item.	Estimate.	Plan. ^a
Sewer system, extensions	\$3,000	5
To continue grading	25,000	6
Fire-protection system, extensions	5,000	7
Electric-light plant, extensions	6,000	.....
Telephone system, extensions	2,000	.....
Railroad and equipment, extensions	5,000	8
Water system, extensions	10,000	9
Heating system, extensions	10,000	.....
Dredging, to continue	15,000	10
Quay wall, extensions	55,000	11
Roads and walks, extensions	10,000	12
Piers, additional	44,000	13
Stone and concrete dry dock, to continue	300,000	.....
Central power plant, extensions	180,000	.....
Pattern shop	40,000	17
Hardwood lumber shed	20,000	18
Water-closet for ships in dock	5,000	20
Oil house	10,000	25
Crematory	3,500	26
One officer's quarters	8,000	29
One warrant officer's quarters	4,000	30
Drill room, gymnasium, and wash room for enlisted men	30,000	31
Car float and landing slip	20,000	.....
Floating crane (to cost \$100,000)	50,000	.....
Underground conduit system	12,000	.....
Electric elevator and fittings, storehouse, building No. 59	8,000	.....
Electric drive for crane on ordnance wharf	1,000	.....
Skylights and improvements, equipment building No. 78	5,000	.....
Foundry building (to cost \$75,000)	40,000	.....
Extension of steam engineering machine shop	50,000	.....
Altering storehouse to pattern shop	10,000	.....
Total	936,500	.....

^a Required by section 3663, Revised Statutes.

Sewer system, extensions, \$3,000.—This small appropriation is asked to continue the extension of the sewer system to various new buildings and other improvements as they are placed in service.

To continue grading, \$25,000.—A great deal of grading is necessary at this navy-yard where the natural contour of the ground is very uneven. It is contemplated to remove material from the high ground and fill it in behind the quay walls and in the low places on the reservation.

Fire-protection system, extensions, \$5,000.—An estimate of \$5,000 was submitted last year but no appropriation was made. An additional fire pump is very much needed for forcing salt water through the fire mains.

Electric plant, extensions, \$6,000.—This small appropriation is asked for the outside wiring in connection with the central power plant and for the installation of wiring and lights in new buildings and at various points around the yard as required.

Telephone system, extensions, \$2,000.—The growing needs of the navy-yard require the gradual extension of the telephone system to connect with new buildings.

Railroad and equipment, extensions, \$5,000.—A number of additional tracks are needed at the navy-yard for the economical handling of stores and supplies. An estimate was submitted last year but no appropriation was made.

Water system, extensions, \$10,000.—Water has heretofore been obtained from a well located on the navy-yard property. This water has recently been found to be contaminated, and it is very important that steps be taken to provide facilities for maintaining on the station an ample supply of pure water.

Heating system, extensions, \$10,000.—In connection with the consolidation of the power plants at the navy-yard it has been decided to heat the shop buildings from a central power plant, in order that independent heating plants may be dispensed with. The appropriation now asked is for the installation of the necessary piping from the central power plant to various buildings.

Dredging, to continue, \$15,000.—This appropriation is asked to cover the cost of dredging a berthing slip on each side of pier No. 8, for which an estimate is being submitted.

Quay wall, extensions, \$55,000.—This fund is required for continuing the construction of quay walls along the water front to provide berthing space for vessels.

Roads and walks, extensions, \$10,000.—This yard is entirely without paved streets, except in the vicinity of the dry dock, and during the rainy season the roads get into very bad condition. The extension of paved streets should be continued as rapidly as practicable.

Piers, additional, \$44,000. This contemplates the construction of a pier at the eastern end of the yard to serve as a receiving point for yard supplies. A pier for this purpose is very much needed, as the use of the present piers by freight steamers interferes very much with the repair work on naval vessels.

Stone and concrete dry dock, to continue, \$300,000.—The construction of this dock was authorized by the act of June 29, 1906. The amount now asked will be necessary for carrying on the work during the coming fiscal year.

Central power plant, extensions, \$130,000.—This amount is required for the completion of the central power plant at this navy-yard according to approved plans. This plant is designed to furnish

light and power for all purposes in the navy-yard, and its operation will result in a considerable saving to the Government.

Pattern shop, \$40,000.—An estimate was submitted for this building last year, but no appropriation was made. It is contemplated to construct a building which can be used by both the construction and repair and steam engineering departments, which are now accommodated in separate buildings of inadequate size and inconvenient arrangement.

Hardwood lumber shed, \$20,000.—An estimate was also submitted for this item last year, but no appropriation was made. There is now no suitable space for the storage of lumber required for repairs on ships and to navy-yard structures. It is important that material of this kind be properly housed.

Water-closet for ships in dock, \$5,000.—As a large number of vessels is being ordered to this navy-yard, it is very important that ample accommodations be provided for their crews.

Oil house, \$10,000.—The present oil house is entirely too small for the stock required to be maintained by the general storekeeper. It is also located at a point where it is a menace to surrounding buildings. It is contemplated to construct a moderate-sized fireproof building with facilities for handling the oil.

Crematory, \$3,500.—A small plant of this character is urgently needed for the destruction of refuse and garbage. Piles of this material are now burned in the open, which creates disagreeable odors and is a dangerous practice.

One officers' quarters, \$8,000.—Owing to the lack of accommodations in the vicinity of this navy-yard it is very important that a sufficient number of quarters be provided for officers on duty at the yard, in order that they may be available at all times for duty.

One warrant officers' quarters, \$4,000.—The above remarks concerning the officers' quarters are applicable to this item. A great deal of time is lost by officers in traveling between the navy-yard and Seattle.

Drill room, gymnasium, and wash room for enlisted men, \$30,000.—It is very desirable that a suitable frame building be located on shore near the receiving ship for use by the enlisted men as a drill hall and for recreation purposes. Provisions of this kind tend very much to make the men contented and satisfied with the service.

Car float and landing slip, \$20,000.—This improvement is very much needed in order that material supplied in car load lots can be transported from Seattle to the navy-yard and landed on the yard railroad system. A great deal of time and expense will be saved by the use of this method of transporting material.

Floating crane (to cost \$100,000), \$50,000.—This machine would prove a very valuable addition to the navy-yard equipment. At the navy-yards New York and Norfolk similar machines have been found to be of great benefit, as large weights can be handled and transported for a very small fraction of the former cost of such work.

Underground conduit system, \$12,000.—In connection with the central power plant it is necessary that underground conduits be provided to carry the electric light and power wires, in order that heavy currents may be transmitted without danger.

Electric elevator and fittings, storehouse, building No. 59, \$8,000.—This building is used as an extension of the general storehouse. No

funds have been provided for the installation of an elevator. In order that the cost of handling stores may be reduced to a minimum it is very desirable that this machine be installed.

Electric drive for crane on ordnance wharf, \$1,000.—This crane is now operated by hand. It is proposed to change the operation to electric power, which will give much better service at a less cost.

Skylights and improvements, building No. 78, \$5,000.—The upper rooms of this building are used by the equipment department as a sail loft and flag room, and it is desirable that the best possible light be obtained. Some additional toilet facilities are also required.

Foundry building (to cost \$75,000), \$40,000.—This estimate was presented last year, but no appropriation was made. It is urged by the Chief Constructor, whose department has at present no facilities of this character at the yard.

Extension of steam engineering machine shop, \$50,000.—This item is urged by the Engineer-in-Chief, whose department is poorly provided for in the way of machine-shop space.

Altering storehouse to pattern shop, \$10,000.—This item is also urged by the Engineer-in-Chief of the Navy, to provide additional facilities for pattern shop work.

NAVAL STATION, SAN JUAN, P. R.

Item.	Estimate.	Plan. ^a
Marine railway.....	\$6,000	8
Equipment building.....	30,000	.....
Anchor, chain, and galley repair shop.....	15,000	.....
Total.....	51,000	.....

^a Required by section 3663, Revised Statutes.

Marine railway, \$6,000.—An estimate was submitted last year for the construction of a marine railway at this station, where some means for hauling out coal barges and small boats are greatly needed.

Equipment building, \$30,000.—This estimate is submitted at the request of the Chief of the Bureau of Equipment, to provide a building for general use of his department.

Anchor, chain, and galley repair shop, \$15,000.—This item is also submitted at the request of the Chief of the Bureau of Equipment, who desires to have a small building for general shop uses.

NAVAL STATION, TUTUILA.

Item.	Estimate.	Plan. ^a
Barracks for native guard.....	\$5,000	4
Grading and filling, to continue.....	5,000	5
Recreation building and fittings.....	3,000	.....
Operating room.....	1,000	.....
Total.....	14,000	.....

^a Required by section 3663, Revised Statutes.

Barracks for native guard, \$5,000.—The building now in use by the native guard is inadequate and in very bad condition. It is contemplated to construct a moderate frame building for the use of the guard and devote the old building to use as a prison.

Grading and filling, to continue, \$5,000.—A small amount of grading and filling is required at the station to protect the sea wall which has been constructed.

Recreation buildings and fittings, \$3,000.—There are practically no places of recreation at this isolated station and it is very much desired to construct an inexpensive building to be fitted with gymnasium apparatus, etc., for the use of enlisted men of vessels visiting the port. This is regarded as a very important item, as it will undoubtedly tend to improve the enlisted personnel of the service in these waters.

Operating room, \$1,000.—The surgeon of the station has at present no suitable place for performing operations. It has been found that there is a considerable number of cases requiring his attention in this respect, and the Bureau regards it as necessary that he be provided with proper facilities.

NAVY-YARD, WASHINGTON, D. C.

Item.	Estimate.	Plan. ^a
Paving, to extend	\$10,000	.....
Grading, to extend	10,000	.....
Storage bins for perishable materials	6,000	3
Purchase of land	161,872	.....
Coal-storage plant, building No. 117, improvements	60,000	5
Latrines, additional	5,000	.....
Locomotive and crane house	61,747	7
New foundry building (to cost \$300,170)	100,000	8
Tools and machinery for yards and docks	2,000	.....
Model storage building for construction and repair	49,000	10
Improvements to storehouse for guns and mounts	7,000	.....
Quay wall	50,000	14
New floors in north and south gun shop and east gun-carriage shop	25,000	.....
Railroad bridge and tracks	40,000	16
New roof for ordnance foundry	9,000	.....
Total	596,619	.....

^a Required by section 3663, Revised Statutes.

Paving, to extend, \$10,000.—A great deal of paving is necessary at this navy-yard on that portion of the property recently purchased. As the ground is nearly all made up by accretion from the river and consequently lacks suitable foundation, the first cost of constructing roads and pavements is comparatively large.

Grading, to extend, \$10,000.—This work is also required in the new portion of the yard to bring the ground to the proper elevation to correspond with the old part of the yard. An item of \$10,000 was submitted last year, but no appropriation was made.

Storage bins for perishable material, \$6,000.—This improvement is required for the proper storage and protection of lime, cement, brick, and other material which should be protected from the weather. The yard is now much handicapped by lack of such facilities.

Purchase of land, \$161,872.—This estimate contemplates the purchase of two squares on the water front lying between Eleventh street east and the navy-yard boundary. This additional land is greatly needed for the location of railroad storage tracks and to secure additional water front for the use of vessels visiting the yard. As the channel of the river is being improved it is expected that a larger number of vessels will be ordered to the yard than has heretofore been the case. This land can be purchased at the present

time at a reasonable price, but it will undoubtedly increase in value very rapidly.

Coal storage plant, building No. 117, improvements, \$60,000.—In connection with the new power plant recently constructed at this navy-yard it was necessary that a large supply of coal be stored for operating the boiler plant. It was believed that the ground would sustain the weight of this coal, but upon trial it has been found that such is not the case, and it becomes necessary to ask an appropriation sufficient to drive piling over the area occupied by the coal. This is an extremely important item as the successful operation of the power plant depends upon the storage of coal at this point.

Latrines, additional, \$5,000.—The present facilities in this regard are entirely inadequate for the very large force of men employed at this navy-yard and the crews of vessels which may be present. This appropriation is urged as being in the interests of health and economy.

Locomotive and crane house, \$61,747.—A suitable house for sheltering locomotives and locomotive cranes is urgently needed, in order that the expense of keeping up steam at all hours during the winter, to prevent freezing, may be saved and the machines protected during the nighttime from the winter weather.

New foundry building (to cost \$300,170) \$100,000.—This improvement is regarded as being imperatively needed. The present foundry is inadequate and altogether too small. A great deal of money is unnecessarily expended owing to the lack of modern foundry facilities and equipment.

Tools and machinery for yards and docks, \$2,000.—The yards and docks department is in need of a number of additional tools and machines for meeting the demands made upon it in the way of construction and repair of buildings and other improvements.

Model storage building for construction and repair, \$49,000.—The construction and repair department is in need of a suitable fireproof building for the storage of models which have been constructed and satisfactorily tried out in the experimental-model basin. These models after completion are very valuable, representing not only their cost in money, but the results of much study and calculation upon the part of experts. It is regarded as very important that they be not exposed to danger of destruction by fire.

Improvements to storehouse for guns and mounts, \$7,000.—The floor of this building is sunk in places owing to the very heavy weights that are necessarily placed upon it, and it is necessary that it be strengthened and leveled.

Quay wall, \$50,000.—An estimate was submitted for this improvement last year. The quay wall in front of the old part of the yard was constructed a good many years ago and is not of sufficient depth to retain the back filling and admit of dredging the channel in front of the yard. The entire wall should be reconstructed in accordance with modern practice.

New floors in north and south gun shop and east gun-carriage shop, \$25,000.—The renewal of the floors in this building is a necessity. They have been in use a great many years and owing to the heavy traffic to which they are subjected have worn until they are in a dangerous condition.

Railroad bridge and tracks, \$40,000.—This appropriation is necessary to comply with the act of Congress requiring the elimination of

grade crossings in the city of Washington. The railroad which now enters the navy-yard at the northwest corner is to be shifted so as to enter along the water front from the east. When this change is made it will be necessary to construct a drawbridge over the marine-railway slip at the southeast corner of the yard.

New roof for ordnance foundry, \$9,000.—The corrugated roof on this building has deteriorated to such an extent that it is necessary to entirely renew it. It is necessary as a matter of safety to the lives of foundry workers that an absolutely water-tight roof be provided, as a few drops of water falling on molten metal might cause a serious explosion.

STEEL FLOATING DRY DOCK.

This estimate is submitted to provide for the commencement of the construction of a steel floating dry dock capable of taking up an injured vessel drawing 37 feet of water, which draft can not now be accommodated by any dry dock in the United States. Such a dock would afford a very valuable addition to the naval establishment on the eastern coast. The docking facilities at Norfolk, which are not ample in an emergency, and are inaccessible to injured deep-draft vessels drawing more than normal, would be relieved, and the service correspondingly benefited. It is believed that this dock could be completed in less than two years from date of contract, and would be capable of lifting a ship of 20,000 tons.

PLANS AND SPECIFICATIONS REQUIRED BY SECTION 3663, REVISED STATUTES, AND PLANS AND SPECIFICATIONS FOR PUBLIC WORKS.

This estimate is submitted to provide a fund for the pay of draftsmen and others engaged in the preparation of plans and specifications for public works, for which appropriations are available, and plans and estimates required by section 3663, Revised Statutes, and the purchase of necessary materials. The estimate is for an increase of \$15,000 over the amount of the appropriation for the current fiscal year. The amount appropriated, \$30,000, is insufficient to enable the Bureau to carry out the provisions of the law and give proper attention to the plans and specifications for public works coming before the Bureau for checkage and approval. The Bureau is now much embarrassed by its inability to employ a sufficient number of high-class technical assistants to properly and economically handle the work before it.

CIVIL ESTABLISHMENT.

An increase in the pay of electricians in charge of power plants is again asked and most urgently recommended. Some new places are estimated for to place men already employed under this appropriation where they properly belong.

REPAIRS AND PRESERVATION.

The estimate under this head last year was \$600,000, but only \$500,000 was appropriated. In consequence the Bureau has been obliged to permit buildings and other improvements to deteriorate

until conditions in many cases have become exceedingly bad. Attention is again invited to the fact that the number of stations and the number of buildings and other improvements in service has largely increased in the last few years. The Bureau regards the increase in this appropriation now asked, \$50,000, as absolutely necessary if the public property under its cognizance is to be kept in ordinary repair.

MAINTENANCE.

An increase of \$150,000 is asked under this head. In carrying out the approved policy of placing all power, heating, and lighting plants at the various navy-yards under the cognizance of this Bureau, some of the independent plants formerly operated by the Bureaus of Construction and Repair and Steam Engineering have been turned over for maintenance and operation, and the remaining plants are to be turned over as soon as such action is practicable. This throws upon the Bureau the expense of purchasing coal and other fuel, oil, electric current, etc., and of the wages of additional engineers, electricians, firemen, laborers, etc., whose services, formerly paid for by the other Bureaus, are now required, with some exceptions, by this Bureau. The expense is chargeable to this appropriation.

In addition to the increased cost of operating power plants there have been increased demands upon this appropriation under practically all of the items chargeable to it, owing to the opening of new stations, and the placing in use of new buildings and other improvements.

CONTINGENT.

The estimate for 1908 is the same in amount as the appropriation for 1907. This appropriation is only used in cases of damage by storm, fires, etc., and the amount required can not be foreseen. During the year now current there will be a deficiency.

CIVIL ENGINEERS.

The regrading of the civil engineer corps, to the extent of giving the civil engineers below the rank of lieutenant-commander the rank of the line officer who determines their precedence, has offered some relief to the previously existing conditions. The extent to which the civil engineers had fallen behind the rest of the service in rank is shown by the fact that the most of the eighteen civil engineers with the rank of lieutenant (junior grade) at once received the rank of lieutenant, and the balance received this rank in a very short period. It is apparent that this relief will only be temporary and that in the near future the corps will again fall behind in rank, as compared with those with whom they now take precedence, and will be constantly passed by younger men in the other corps of the service.

The providing of "commutation of quarters" for the civil engineer corps has also afforded another much-needed relief, the entire service now being on one basis in this respect.

The partial regrading and the provision of commutation of quarters for the civil engineer corps afford hope that further consideration may lead to the placing of the corps on a still more equitable basis in relation to the balance of the service.

The conditions governing the naval constructors' corps as to rank and pay are the most applicable to the civil engineer corps, and it is recommended that Congress be asked to provide similar conditions. Under these conditions the first five civil engineers should have the rank of captain, the second five the rank of commander, and the balance of the civil engineers and assistant civil engineers should take rank with the line officer who determines their precedence. Assistant civil engineers should become civil engineers after eight years' service, and the pay and allowances of civil engineers and assistant civil engineers should be the same as that of naval constructors and assistant naval constructors.

The average pay of the civil engineer is now materially less than that of the line officer, and even if constructor's pay is provided the average will still be below that of the line.

As there has been and still is serious consideration of placing all corps of the Navy on the army pay table, a careful consideration of the rank and advancement of the civil engineer corps is necessary in order that a serious injustice may not be done. In placing the civil engineers on army pay they should be assured of the same average pay as the line officer, and to accomplish this the following grading would be necessary: Assistant civil engineers should have the rank of lieutenant and pass to the grade of civil engineer on vacancy or after eight years' service as assistant. During the first ten years' service civil engineers should have the rank of lieutenant-commander, during the second ten years the rank of commander, and after twenty years the rank of captain.

During the year two civil engineers have resigned to accept more attractive positions in civil life, and continued difficulty is experienced in filling the grade of assistant civil engineer from civil life by competitive examination. Three examinations have been held in the past two years for the position of assistant civil engineer without any of the candidates reaching the required standard, and on the last examination but three candidates presented themselves. These conditions are thought to be due to the lack of compensation and advancement which at present exists in the civil engineer corps and the much greater inducements that are offered the young civil engineer in civil life.

Three of the vacancies in the grade of assistant civil engineer have been filled by appointment of graduates of the Naval Academy who failed to pass the high physical standard required for sea service, although they were found physically qualified for the duties of the civil engineer corps. These men are being given a special course of instruction in civil engineering to better fit them for their duties in the same manner that is pursued in the case of assistant naval constructors.

There still remain seven vacancies in the grade of assistant civil engineer, and if provision can be made for rank and pay commensurate with the nature and importance of the duty and comparative with that of the balance of the service it is thought that there will be no difficulty in immediately filling the corps with desirable men.

BUREAU SALARIES.

The estimates submitted for salaries for the Bureau are for the same amounts as the appropriations for the current year. The increased

cost of living, however, in the Bureau's opinion, justifies a uniform increase in salaries of at least 10 per cent.

APPENDIXES.

The papers which accompany this report are as follows:

- No. 1. Report of expenditures (material and labor) at navy-yards and stations during the fiscal year ended June 30, 1906.
- No. 2. Detailed report from navy-yards and stations of expenditures (material and labor) under appropriation "Repairs and preservation, navy-yards and stations," during the fiscal year ended June 30, 1906.
- No. 3. Detailed report from navy-yards and stations of expenditures (material and labor) under appropriation "Maintenance, Yards and Docks," during the fiscal year ended June 30, 1906.
- No. 4. Detailed reports from navy-yards and stations of expenditures under appropriation "Civil establishment, Bureau of Yards and Docks," during the fiscal year ended June 30, 1906.
- No. 5. Report of expenditures and appropriation for salaries for Bureau of Yards and Docks during the fiscal year ended June 30, 1906.
- No. 6. Statement of appropriations for Bureau of Yards and Docks, showing amounts appropriated, obligated, and remaining unobligated June 30, 1906, under each specific head of appropriation.
- No. 7. Statement of offers received during the year ended June 30, 1906, for works of improvement under the cognizance of the Bureau of Yards and Docks, as required by section 429, Revised Statutes.
- No. 8. Tabulated statement showing the character, value, and condition of property under the cognizance of the Bureau of Yards and Docks at navy-yards and stations June 30, 1906.

Very respectfully,

MORDECAI T. ENDICOTT,
Chief of Bureau.

The SECRETARY OF THE NAVY.

No. 1.—Report of expenditures (material and labor) at navy-yards and stations for the fiscal year ending June 30, 1906.

Navy-yard or station.	Public works.	Repairs and preservation.	Maintenance.	Civil establishment.	Contin- gent yards and docks.	Total.
Boston	\$290,652.18	\$60,484.17	\$89,437.91	\$11,318.37	\$1,799.67	\$453,692.30
Bureau	536.71		2,255.53			2,792.24
Cavite	4,257.76	64,210.93	30,756.52	3,847.75	10,985.57	113,508.53
Charleston	452,792.26	1,929.56	13,230.18			467,952.00
Culebra		834.88	2,121.76		459.45	3,416.09
Dry Tortugas	13,683.35					13,683.35
Eric, Pa.			500.00			500.00
Guam	11,182.99	20,123.94	29,083.52	3,284.46	400.00	64,074.91
Guantanamo	12,951.00	312.00	8,220.92		793.60	22,277.52
Hawaii		3,772.51	4,657.99	722.00		9,152.50
Key West	37,637.79	13,495.20	9,122.53	2,565.74	961.63	64,082.29
League Island	612,167.67	29,411.02	73,060.13	12,366.77	271.91	727,257.50
Mare Island	388,859.52	56,943.39	92,181.54	14,557.84	4,006.11	556,548.31
New London	1,243.07	1,710.36	3,055.34			6,008.77
New Orleans	201,554.18	5,053.94	7,668.18	6,281.12	1,848.00	222,400.42
Newport (Government landing)	2,717.23	128.60	1,006.46			3,852.29
New York	275,644.70	78,287.82	139,576.50	23,000.22	4,966.69	521,395.93
Norfolk	613,648.93	54,897.66	77,169.22	15,911.84	2,711.81	764,278.96
Olongapo	105,838.43		5,073.52			110,911.95
Pensacola	44,984.57	26,078.04	20,676.96	5,756.12	1,989.00	99,445.69
Pollok		1,386.88				1,386.88
Port Royal	243.71	3,177.95	9,647.18	903.50		13,972.34
Portsmouth	583,818.68	52,371.85	94,096.59	13,420.83	1,401.85	745,179.80
Puget Sound	313,505.39	19,505.55	37,021.22	10,398.77	190.41	880,418.64
Sacketts Harbor				358.69		358.69
San Juan	944.76	11,507.91	11,496.22	3,025.06		26,972.94
Second naval district		622.88	541.10			1,163.98
Tululila	26,219.86	5,823.97	5,375.19		251.93	38,770.95
Washington	289,509.68	36,068.97	30,715.97	5,183.08	788.81	369,571.06
Total	4,284,644.42	547,860.19	805,032.18	133,706.65	33,776.39	5,805,019.83

No. 2.—Detailed report from navy-yards and stations of expenditures (materials and during the fiscal year

Navy-yard or station.	Yard buildings.	Officers' quarters.	Wharves, sea walls, piers, bridges, etc.	Roads, walks, gutters, sewers, and drains.	Fences and walls.	Cranes, derricks, sheers, and hoisting apparatus ashore.	Scaws, lighters, boats, floats, etc., and hoisting apparatus afloat.	Furnaces, forges, heating apparatus, etc.
Boston	\$24,744.26	\$3,610.32	\$279.43	\$4,277.93	\$689.87	\$707.67	\$2,344.80	\$2,054.85
Cavite	20,094.06	433.00	677.20	415.21	360.15	928.79	8,985.60	
Charleston	583.76	525.05		474.64				7.55
Culebra	726.49		104.02					
Guam	6,808.87	58.62	951.48	9,238.28			812.40	156.74
Guantanamo					312.00			
Hawaii	186.70		1,554.04	1,732.03	96.93		4.50	
Key West	6,220.76	1,108.07	1,827.78	13.38	367.22	879.47	3.60	
League Island	8,967.08	4,811.39	40.79	2,135.59	26.72	1,813.58	26.80	191.55
Mare Island	11,823.24	1,554.38	262.64	1,592.91	1,207.92	4,567.55	1,135.87	877.29
Newport								
New London	539.34	334.35	45.36	247.28	26.40	127.10		17.60
New Orleans	980.80			780.29	26.04	59.10	130.98	220.73
Newport (Government landing)	13.60		80.00					
New York	21,552.61	5,931.15	528.88	6,292.51	194.17	1,060.26	2,117.48	5,413.60
Norfolk	12,713.07	3,859.33	568.60	3,038.03	427.62	492.46	741.56	1,438.84
Olongapo								
Pensacola	4,611.09	1,607.48	516.77	1,286.37	167.27	92.64	1,265.35	563.54
Port Royal	595.26	920.99	8.90					15.25
Portsmouth	13,608.05	3,769.34	934.06	514.94	247.15	493.72	715.18	478.18
Puget Sound	3,610.05	3,320.86	336.10	2,084.47	57.14	689.77	109.56	40.82
San Juan	1,910.39	1,746.60	1,049.38	872.37	117.37	500.00		
Second naval district, Newport		622.88						
Tutuila	1,130.21	2,389.10	639.37	297.57	47.08		168.35	
Washington	17,148.94	2,072.89	1,125.06	1,125.15	177.20	7.60		1,153.59
Pollok			1,386.88					
Total	158,568.62	38,675.80	12,914.60	36,418.95	4,486.75	12,413.71	18,602.08	12,639.13

labor), under appropriation "Repairs and preservations, navy-yards and stations," ended June 30, 1906.

Tracks and truck plat- form scales.	Waterworks and ac- cessories.	Dredging, scow- ing, grading, filling in, etc.	Dry docks (body of dock).	Dry docks (caisson).	Dry docks (pumping plant).	Dry docks (other ac- cessories).	Heating, lighting, and power plants and accessories.	Telephone, telegraph, and tube systems, etc.	Miscellaneous repairs.	Total.
\$75.92	\$124.57		\$55.40	\$503.43	\$574.99	\$473.73	\$11,391.85	\$1,900.84	\$6,724.82	\$60,484.17
403.72	6,286.74	\$566.54	364.51			671.31	6,706.35	3,391.13	14,916.62	64,210.93
278.17	44.99						1.80		13.60	1,929.56
	4.37									834.88
140.85	128.98						168.16	1,285.46	344.10	20,123.94
										312.00
	117.11						15.00	4.80	61.40	3,772.51
145.20	262.66						.84		2,676.22	13,495.20
401.93	1,205.60	15.36	17.90	156.14	691.27	204.20	5,211.35	890.36	2,603.41	29,411.02
70.08	681.32		10.76	386.98	1,899.47	2,820.85	3,345.63	2,359.09	22,197.32	56,943.30
	347.65								27.28	1,710.36
802.28	195.52		415.39		156.50	617.29	17.28	10.80	632.94	5,053.94
									35.00	128.60
1,582.33	1,327.84	.64	3,707.88	3,503.04	1,226.42	1,379.07	17,431.44	797.01	4,221.49	78,267.82
1,995.86	6,319.42		2,003.65	6.44	803.65		14,998.15	1,383.92	4,017.06	64,837.66
1,077.17	1,342.28	40.35	1,167.49		383.46	5,596.85	2,893.65	1,117.29	2,348.99	26,078.04
							317.90		1,319.65	3,177.95
360.04	3,645.28		12,302.02	1.92	794.90	4.68	9,009.82	2,968.76	2,523.81	52,371.85
533.48	2,201.58	209.35		698.01	159.04	51.38	3,100.40	394.02	1,655.82	19,305.85
	554.88	197.62				285.10	1,449.15	264.00	2,561.10	11,507.91
										622.88
	334.00						16.76	.72	800.81	5,823.97
2,951.53	1,587.31						8,363.69	19.46	336.65	36,068.97
										1,386.88
10,818.56	25,772.10	1,029.86	20,045.00	5,405.96	6,689.70	12,104.46	84,439.12	16,787.66	70,048.09	547,890.19

No. 3.—Detailed report from navy-yards and stations of expenditures (material and ended June

Navy-yard or station.	Freight and transportation (persons and materials).	Books, maps, models, and drawings.	Purchase and repair of fire engines, apparatus, and plants.	Attendance on fire engines, apparatus, and plants.	Purchase and repair of machinery and tools.	Purchase and maintenance of oxen, horses, and driving teams.	Carts, timber wheels, and vehicles for use in navy-yards.	Postage on public matter, telegrams, telephone rentals, etc.	Printing and stationery.
Bureau.....	\$262.41							\$500.71	\$650.55
Boston.....		\$301.62			\$2,409.91	\$3,083.34	\$1,579.77	437.14	557.82
Cavite.....		184.54	\$26.08	\$346.00	1,260.86	1,096.91	6.00		788.64
Charleston.....	10.00	68.88			262.33	792.81		230.53	527.12
Culebra.....						246.74	51.05		
Guam.....	842.39		72.82		1,571.05	6,491.42	2,060.93	130.01	638.00
Guantanamo.....		259.79			577.79	2,728.40		15.00	866.18
Hawaii.....			8.10			1,654.40	84.00	122.82	144.16
Key West.....	102.00	117.11			110.09			104.00	119.01
League Island.....		40.49	17.80	1,705.42	736.46	4,149.70	1,152.62	862.31	517.49
Mare Island.....		5.08	16.54	1,501.31	1,754.12	7,938.72	1,182.53	52.06	882.58
Newport.....									
New London.....	20.00					763.47		78.00	39.03
New Orleans.....	2.78	228.36	76.00		150.80			364.83	423.62
Newport, Government landing.....									6.04
New York.....	35.00	593.47	35.82		703.70	9,430.59	1,228.63	589.63	846.10
Norfolk.....	600.00	152.01		1,166.41	1,242.93	3,994.65	2,650.53	168.00	683.57
Olongapo.....		227.60			1,178.32	183.00	150.00		212.00
Pensacola.....	8.68		122.57	318.13	728.12	1,643.95	93.89	231.94	163.43
Port Royal.....						627.22			115.09
Portsmouth.....		4.00	340.72	985.88	534.00	3,742.82	437.22	409.73	278.49
Puget Sound.....		320.38	111.76	372.87	1,112.36	1,884.02	66.43	28.67	684.26
San Juan.....	9.00	984.91		1.92	464.98	915.87	34.53	50.45	125.27
Second naval district, Newport.....					8.50			25.00	41.10
Tutuila.....		20.50	7.72		224.50		18.21		44.08
Washington.....	25.00	763.49	58.34	7.98	848.71	5,266.43	1,303.16	20.61	763.65
Sacketts Harbor.....									
Erie, Pa.....									
Total.....	1,917.26	4,272.23	819.03	6,405.92	15,879.03	56,538.96	11,951.00	4,421.44	10,067.28

labor) under appropriation "Maintenance, yards and docks," for the fiscal year 30, 1906.

Furniture for Govern- ment houses and offices in navy yards.	Heating, lighting, and power plants (coal and other fuel, can- dles, oil, gas, elec- tricity, etc.).	Heating, lighting, and power plants (at- tendance on).	Cleaning and clearing up yard, and care of buildings.	Water.	Flags and awnings.	Advertising.	Pay of watchmen.	Incidental labor and miscellaneous mate- rial.	Pay of men on leave.	Total.
\$241.40	\$31,242.12	\$13,131.22	\$5,865.70	\$18,854.75	\$25.03	\$832.36	\$2,183.76	\$9.50		\$2,255.53
991.26	8,980.57	1,694.71	3,273.93		20.90		2,757.70	3,584.33	\$6,000.00	89,437.91
1,669.22	1,886.81		1.20	1,285.45			1,398.96	8,715.60	712.82	30,756.52
								4,257.84	839.53	13,230.18
			1,823.97							2,121.76
869.86	4,708.28	7,820.16	3,052.37		51.15			557.48	217.60	29,083.52
149.31		60.80	730.60	158.15	261.95		299.12	1,974.53	139.30	8,220.92
157.60	102.51		2,202.09		28.00			89.03	65.28	4,657.99
32.12	1,371.64		3,381.28	78.75	49.19		3,626.08	452.86	478.40	9,422.53
1,139.09	32,259.64	17,408.64	6,155.76		22.42			2,056.94	4,825.35	73,050.13
577.77	82,869.43	6,824.09	8,468.81	12,764.16	19.00		653.60	6,471.74	10,200.00	92,181.54
	191.75		704.01				1,162.00		102.08	3,055.34
428.05	622.07	1,356.60	754.00	196.68	78.28		1,975.20	701.85	399.80	7,663.18
	865.96		7.00	57.65	64.76			5.05		1,006.46
2,132.29	48,082.85	13,715.39	9,237.07	30,007.34	55.46		6,253.58	6,982.56	9,697.52	139,576.60
566.42	21,417.16	12,415.66	6,480.55	12,377.88	288.73		5,480.60	1,894.92	5,639.70	77,169.22
262.09	682.30	218.68	1,613.90	48.80			202.40	292.92		6,073.52
373.12	2,852.79	3,556.60	4,598.52	344.12	92.95		684.00	3,504.63	1,859.52	20,676.96
	272.85	4,171.39	1,169.88	2,127.67	17.80		617.12	528.16		9,647.18
522.48	40,947.44	13,471.26	2,489.04	13,452.15	418.96		3,637.60	3,983.24	3,441.56	94,096.59
394.53	14,319.90	5,269.34	6,184.22	821.83	198.01			2,131.36	3,121.28	87,021.22
243.32	1,526.46		2,937.32	1,535.03	308.46		218.40	1,399.06	740.24	11,495.22
57.50			397.00		12.00					541.10
1,355.74	278.36	96.81	2,440.55		2.81		640.00	1,141.02	204.89	6,375.19
1,823.64	6,169.21	2,627.32	9,434.03		362.74			2,311.68	5,000.00	36,715.97
								500.00		500.00
13,986.81	251,619.60	103,718.67	83,352.80	94,109.91	2,378.60	832.36	31,080.12	53,496.29	58,184.87	805,032.18

No. 4.—Detailed report from navy-yards and stations of expenditures under appropriation
 "Civil establishment, yards and docks," during the fiscal year ended June 30, 1906.

Navy-yard rating and rate of pay.	Amount appropriated.	Amount expended.
BOSTON, MASS.		
1 clerk	\$1,400.00	\$1,400.00
1 foreman laborer, at \$4 per diem	1,252.00	1,252.00
1 messenger to commandant, at \$2 per diem	626.00	276.00
1 messenger, at \$2 per diem	626.00	536.00
1 mail messenger, at \$2 per diem, including Sundays	730.00	730.00
1 writer	1,017.25	1,017.25
1 draftsman, at \$5 per diem	1,565.00	1,284.43
1 master of tugs	1,200.00	1,200.00
1 electrician	1,400.00	1,396.11
1 stenographer and typewriter, at \$3.28 per diem	1,026.64	1,026.64
1 bookkeeper	1,200.00	1,200.00
Total	12,042.89	11,318.37
CAVITE, P. I.		
1 clerk	1,200.00	1,200.00
1 time clerk	480.00	480.00
1 writer	360.00	356.50
1 messenger	240.00	240.00
1 messenger	180.00	178.50
1 clerk, commandant's office	720.00	714.00
1 messenger, commandant's office	180.00	178.75
Total	3,360.00	3,347.75
GUAM.		
1 clerk	1,600.00	1,497.80
1 foreman machinist	1,600.00	1,186.66
1 messenger and janitor	600.00	600.00
Total	3,800.00	3,284.46
HAWAII.		
1 writer	1,017.25	
1 messenger, at \$2 per diem, including Sundays	730.00	722.00
Total	1,747.25	722.00
KEY WEST, FLA.		
1 mail messenger	600.00	600.00
1 clerk	1,400.00	1,333.90
1 messenger and janitor, at \$1.76 per diem	642.40	631.84
Total	2,642.40	2,565.74
LEAGUE ISLAND, PA.		
1 clerk	1,400.00	1,400.00
1 writer and telegraph operator	1,000.00	1,000.00
1 messenger, at \$2 per diem	626.00	626.00
1 foreman laborer, at \$4 per diem	1,252.00	1,252.00
1 master of tugs	1,200.00	1,200.00
1 draftsman, at \$5 per diem	1,565.00	1,555.63
1 electrician	1,400.00	1,400.00
1 mail messenger, at \$2 per diem, including Sundays	730.00	723.25
1 master of tugs	1,000.00	1,000.00
1 foreman joiner, at \$4 per diem	1,262.00	1,211.00
1 stenographer and typewriter, civil engineer's office	1,000.00	988.89
Total	12,425.00	12,356.77
MARE ISLAND, CAL.		
1 clerk	1,400.00	1,400.00
1 writer	1,017.25	1,017.25
1 foreman mason, at \$6 per diem	1,878.00	1,854.00
1 foreman laborer, at \$5.50 per diem	1,721.50	1,141.25
1 pilot	1,500.00	1,500.00
1 draftsman, at \$5 per diem	1,565.00	1,557.50
1 mail messenger, at \$2 per diem, including Sundays	730.00	638.00
1 messenger, at \$2 per diem	626.00	626.00
1 electrician	1,400.00	1,400.00
1 quartermaster joiner, at \$4.50 per diem	1,427.25	1,413.60
1 telegraph operator, at \$3.28 per diem	1,026.64	1,010.24
1 clerk, civil engineer's office	1,000.00	1,000.00
Total	15,291.67	14,557.84

No. 4.—Detailed report from navy-yards and stations of expenditures under appropriation
 "Civil establishment, yards and docks," etc.—Continued.

Navy-yard rating and rate of pay.	Amount appropriated.	Amount expended.
NEW ORLEANS, LA.		
1 clerk	\$1,200.00	\$1,200.00
1 rodman and inspector, at \$3 per diem	989.00	927.00
1 messenger and janitor, at \$1.50 per diem	547.50	512.00
1 stenographer and typewriter, civil engineer's office	950.00	902.62
1 messenger and janitor, civil engineer's office, at \$2 per diem, including Sundays	730.00	730.00
1 foreman laborer	1,200.00	1,200.00
1 draftsman	1,500.00	125.00
1 messenger, commandant's office, at \$2 per diem, including Sundays	730.00	684.50
Total	7,796.50	6,281.12
NEW YORK, N. Y.		
1 clerk	1,400.00	1,400.00
1 time clerk in lieu of writer	1,017.25	1,017.25
1 yard pilot	2,000.00	2,000.00
2 masters of tugs, at \$1,500 each	3,000.00	3,000.00
2 writers	1,800.00	1,800.00
1 foreman laborer, at \$4.50 per diem	1,408.50	1,404.00
1 mail messenger, at \$2 per diem, including Sundays	730.00	730.00
2 messengers, at \$2.25 per diem each	1,408.50	1,373.06
1 draftsman, at \$5 per diem	1,565.00	1,562.50
1 quartermaster, at \$3 per diem	989.00	867.00
1 superintendent of teams or quartermaster, at \$4 per diem	1,252.00	1,226.00
1 messenger to commandant, at \$2.25 per diem, including Sundays	821.50	821.25
1 messenger, yards and docks, at \$2.25 per diem	704.25	685.06
1 stenographer and typewriter, at \$3.26 per diem	1,020.38	1,016.30
1 electrician	1,400.00	1,400.00
1 bookkeeper or accountant	1,200.00	1,200.00
1 master of tugs	1,500.00	1,500.00
Total	23,166.13	23,000.22
NORFOLK, VA.		
1 clerk	1,400.00	1,400.00
1 writer	1,017.25	1,017.25
1 writer	1,000.00	1,000.00
1 foreman laborer, at \$4 per diem	1,252.00	1,252.00
1 electrician	1,400.00	1,279.44
1 mail messenger, at \$2 per diem, including Sundays	730.00	730.00
2 messengers, at \$2 per diem each	1,252.00	1,252.00
1 pilot, at \$2.26 per diem	707.38	548.72
1 master of tugs	1,200.00	843.33
1 draftsman	1,500.00	1,500.00
1 bookkeeper	1,200.00	1,200.00
1 foreman mechanic, at \$4.24 per diem	1,327.12	1,258.28
1 foreman of teams, at \$2.24 per diem	701.12	700.32
1 messenger and janitor at civil engineer's office, at \$2 per diem, including Sundays	730.00	730.00
1 stenographer and typewriter, civil engineer's office	1,200.00	1,200.00
Total	16,616.87	15,911.34
PENSACOLA, FLA.		
1 clerk	1,200.00	1,200.00
1 mail messenger, at \$2 per diem, including Sundays	730.00	730.00
1 electrician	1,400.00	.....
1 draftsman, at \$4 per diem	1,252.00	1,204.00
1 foreman laborer, at \$3.52 per diem	1,101.76	894.08
1 stenographer, typewriter, and telegraph operator, at \$3.04 per diem	951.52	945.44
1 writer, at \$2.80 per diem	876.40	782.60
Total	7,511.68	5,756.12
PORT ROYAL, S. C.		
1 messenger and janitor, at \$1.50 per diem	469.50	469.50
1 telegraph operator, at \$2 per diem, including Sundays	730.00	434.00
Total	1,199.50	903.50
PORTSMOUTH, N. H.		
1 clerk	1,400.00	1,400.00
1 mail messenger, at \$2 per diem, including Sundays	730.00	716.50
1 messenger	600.00	600.00
1 foreman laborer and head teamster, at \$4 per diem, including Sundays	1,460.00	1,310.00
1 janitor	600.00	598.33
1 pilot, at \$3 per diem, including Sundays	1,095.00	1,026.00

No. 4.—*Detailed report from navy-yards and stations of expenditures under appropriation "Civil establishment, yards and docks," etc.—Continued.*

Navy-yard rating and rate of pay.	Amount appropriated.	Amount expended.
PORTSMOUTH, N. H.—continued.		
1 draftsman, at \$4 per diem	\$1,252.00	\$1,240.00
1 electrician	1,400.00	1,400.00
1 stenographer and typewriter	1,000.00	1,000.00
1 writer	900.00	900.00
1 telegraph operator and clerk	900.00	900.00
1 draftsman	1,200.00	1,200.00
1 master of tugs	1,200.00	1,200.00
Total	13,787.00	13,490.83
PUGET SOUND, WASH.		
1 clerk	1,200.00	1,200.00
1 draftsman, at \$5 per diem	1,565.00	1,192.50
1 messenger and janitor, at \$1.76 per diem, including Sundays	642.40	631.84
1 master of tugs	1,200.00	1,200.00
1 copyist	900.00	900.00
1 electrician	1,200.00	1,200.00
1 writer and telegraph operator	900.00	900.00
1 stenographer and typewriter, civil engineer's office	1,000.00	683.31
1 writer	900.00	872.50
1 messenger, at \$1.76 per diem	550.88	417.12
1 foreman carpenter, at \$1.50 per diem	1,408.60	1,246.50
Total	11,466.78	10,393.77
SACKETTS HARBOR, N. Y.		
1 ship keeper	365.00	353.69
SAN JUAN, P. R.		
1 clerk	1,200.00	1,093.33
1 writer, commandant's office	960.00	609.33
1 mail messenger	420.00	420.00
1 foreman	1,102.00	626.39
Total	3,680.00	3,025.05
WASHINGTON, D. C.		
1 clerk	1,400.00	1,399.99
1 messenger, at \$2 per diem	626.00	612.75
1 foreman laborer, at \$4 per diem	1,252.00	1,252.00
1 electrician	1,400.00	1,256.10
1 writer	1,017.25	1,017.24
1 time clerk	900.00	900.00
Total	6,595.25	6,438.08
Grand total	148,790.92	133,706.65

No. 5.—*Report of expenditures under appropriation for salaries for the Bureau of Yards and Docks during the fiscal year ended June 30, 1906.*

Rating and pay of—	Amount appropriated.	Amount expended.
Chief clerk, at \$2,000 per annum	\$2,000.00	\$2,000.00
Draftsman and clerk, at \$1,800 per annum	1,800.00	1,680.00
Clerk of class 3, at \$1,600 per annum	1,600.00	1,600.00
Two clerks of class 2, at \$1,400 per annum	2,800.00	2,800.00
Clerk of class 1, at \$1,200 per annum	1,200.00	1,200.00
One clerk, at \$1,100 per annum	1,100.00	1,100.00
Five clerks, at \$1,000 per annum	5,000.00	4,902.78
Assistant messenger, at \$720 per annum	720.00	720.00
Three messenger boys, at \$600 per annum	1,800.00	1,786.66
Laborer, at \$660 per annum	660.00	660.00
Total	18,680.00	18,449.44

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
AnnuaIs:			
Maintenance, yards and docks, 1906..... (Act Mar. 3, 1905.)	\$754,000.00	\$754,000.00	.....
Maintenance, yards and docks, 1907..... (Act June 29, 1906.)			\$850,000.00
Repairs and preservation, 1906..... (Act Mar. 3, 1905.)	493,445.65	500,000.00	.....
Repairs and preservation, 1907..... (Act June 29, 1906.)			500,000.00
Contingent, yards and docks, 1906..... (Act Mar. 3, 1905.)	28,865.29	30,000.00	.....
Contingent, yards and docks, 1907..... (Act June 29, 1906.)			30,000.00
Specials:			
Four timber dry docks— Acts May 4, 1898; Mar. 3, 1899; Jan. 25, 1900; June 7, 1900; Mar. 3, 1901; July 1, 1902, and Apr. 27, 1904—			
Dry dock, Portsmouth (cost, \$1,100,000).....	1,100,000.00	4,786,035.61	{ 24,393.58 2,784.87 16,384.73
Dry dock, Boston (cost, \$1,100,000).....	1,075,606.42		
Dry dock, League Island (cost, \$1,175,000; \$236,035.61 additional available).....	1,407,250.74		
Dry dock, Mare Island (cost, \$1,175,000).....	1,175,000.00		
Steel floating dock, Algiers, La..... (Acts May 4, 1898, and June 7, 1900.)	833,615.27	850,000.00	.....
Purchase of wharf and adjoining land, Newport, R. I..... (Act Mar. 3, 1903.)	99,903.96	100,000.00	96.04
Consolidated power plants, yards, and stations..... (Act Apr. 27, 1904.)	180,892.03	a300,000.00	119,107.97
Plans and specifications for public works..... (Acts Apr. 27, 1904, \$45,000; Mar. 3, 1905, \$30,000; June 29, 1906, \$30,000.)	59,483.47	105,000.00	45,516.53
Navy-yard, Boston, Mass.:			
Act June 7, 1900—			
Extension of building 40, equipment shops.....	94,653.01	100,000.00	5,346.99
Crane scow.....	19,335.00	20,000.00	665.00
New caisson for stone dry dock.....	41,804.32	49,800.00	7,995.68
Act July 1, 1902—			
Ship-fitters' shop and metal-workers' shop, to complete.....	399,975.30	400,000.00	24.70
Smithery for construction and repair, to complete.....	199,583.83	200,000.00	416.17
Sawmill and spar shed, to complete.....	199,760.48	200,000.00	239.52
Culvert between dry docks.....	35,478.31	41,200.00	5,721.69
Crane for yards and docks power house.....	6,999.93	7,000.00	.07
Act Mar. 3, 1903—			
Pile driver.....	6,498.19	6,500.00	1.81
Paint shop for construction and repair.....	34,306.00	35,000.00	694.00
Steel shears, improvements to.....	11,152.20	15,000.00	3,847.80
Refitting and improving buildings Nos. 42 and 48.....	89,318.53	90,000.00	681.47
Extension of building No. 107, yards and docks shop building.....	49,968.03	50,000.00	31.97
Act Feb. 18, 1904—			
Extensions and modifications, yards and docks power plant.....	188,700.00	188,700.00	.....
Act Apr. 27, 1904—			
Electric-light plant, extensions.....	509,995.98	51,000.00	4.02
Wire-rope mill for equipment.....	650.00	65,000.00	64,350.00
Anchor and chain shed for equipment.....	206.50	9,300.00	9,093.50
Act Mar. 3, 1905—			
Sewer system, extensions.....	40,427.22	45,000.00	4,572.78
Railroad system, extensions.....	31,967.79	32,500.00	532.21
Water system, extensions.....	23,537.90	25,230.00	1,692.10
Track for traveling crane, extension.....	120,104.12	129,310.00	9,205.88
Fire-protection system, to extend.....	54,405.62	60,500.00	6,094.38
Foundations for steam engineering tools.....	3,852.18	4,260.00	407.82
Approach to dry dock No. 1.....	38,115.01	43,100.00	4,984.99
Oil storehouse.....	555.70	15,000.00	14,444.30
Act June 29, 1906—			
Paving, to continue.....	124,909.45	145,000.00	20,090.55
Dredging.....	25,000.00	45,000.00	20,000.00
Underground conduit.....	57,500.00	67,300.00	10,000.00
Power house, extension.....		39,000.00	39,000.00
Refuse kiln.....		5,300.00	5,300.00
Paint room, building No. 77.....		750.00	750.00
Total.....	1,949,760.60	2,185,640.00	235,189.40

a Also unexpended appropriations for power plants under other Bureaus.

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Naval station, Cavite, P. I.:			
Act July 1, 1902—			
Tools and appliances for yards and docks.....	\$4,903.17	\$5,000.00	\$91.83
Fire-protection system and apparatus.....	11,980.87	12,000.00	19.13
Railroad system, improvements and extensions....	8,951.34	9,000.00	48.66
Fitting up coal sheds.....	7,367.23	7,500.00	132.77
Act Mar. 3, 1903—			
Distilling plant.....	19,615.85	20,000.00	384.15
Act Feb. 18, 1904—			
Extension of construction and repair joiner shop...	2,241.85	2,800.00	558.15
Act Apr. 27, 1904—			
Floating steel dry dock, to continue.....	1,190,294.02	1,225,000.00	34,705.98
For improving and enlarging naval prison.....	9,152.53	10,000.00	847.47
Total.....	1,254,511.86	1,291,300.00	36,788.14
Navy-yard, Charleston, S. C.:			
Act July 1, 1902—			
Office building for commandant.....	35,000.00	35,000.00	
Quarters for commandant.....	12,000.00	12,000.00	
Landing and wharves.....	37,220.71	50,000.00	12,779.29
Workshop for ordnance.....	134.72	40,300.00	40,165.28
Act Mar. 3, 1903—			
Power house and fuel storage for construction and repair, to complete.....	2,389.15	80,000.00	77,610.85
Machine shop for construction and repair, to complete.....	113,070.84	120,000.00	6,929.16
Joiner shop for construction and repair, to complete.....	111,235.96	120,000.00	8,764.04
Act Apr. 27, 1904—			
Power house for steam engineering, to complete...	1,787.00	75,000.00	73,213.00
Workshop, to complete.....	66,574.59	80,000.00	13,425.41
Equipment building, to complete.....	125,000.00	125,500.00	
Ship-fitters' shop for construction and repair, to complete.....	161,800.79	200,000.00	38,199.21
Foundry for construction and repair, to complete...	72,597.61	75,000.00	2,402.39
Storehouse and storekeeper's office, to complete...	99,146.16	100,000.00	853.84
Act Mar. 3, 1905—			
Approach to dry dock.....	150.00	57,000.00	56,850.00
Equipment for yards and docks workshop.....		5,000.00	5,000.00
Railroad equipment.....	2,850.00	5,000.00	2,150.00
Fire-protection system.....	913.31	5,000.00	4,086.69
Machinery for yards and docks power house.....		50,000.00	50,000.00
Act June 29, 1906—			
Stone and concrete dry dock, to continue.....	1,022,199.64	1,200,000.00	177,800.36
Grading and paving.....	17,747.51	30,000.00	12,252.49
Railroad system, extensions.....	4,603.41	10,000.00	5,396.59
Water system, extension.....	198.29	9,000.00	8,801.71
Piers and slips.....		33,000.00	33,000.00
Dredging.....		10,000.00	10,000.00
Underground conduit system.....		5,000.00	5,000.00
Sewer system, extension.....		12,000.00	12,000.00
Interior fittings, machine shop for construction and repair.....		18,000.00	18,000.00
Machine shop for steam engineering and foundry and copper shop, to complete.....	289,022.04	292,000.00	2,977.96
Interior fittings, equipment building.....		8,500.00	8,500.00
Quay wall at dry-dock entrance.....		40,000.00	40,000.00
Dry-dock latrines.....		3,000.00	3,000.00
One officers' quarters.....		7,000.00	7,000.00
Dispensary building.....		12,000.00	12,000.00
Total.....	2,175,641.73	2,923,800.00	748,158.27
Naval station, Guam:			
Act Mar. 3, 1903—			
General storehouse.....	3,770.71	10,000.00	6,229.29
Act June 29, 1906—			
Dredging.....	3,760.55	10,000.00	6,239.45
Extension of naval-station roads.....	4,622.01	10,000.00	5,377.99
Artesian well.....		2,000.00	2,000.00
Total.....	12,153.27	32,000.00	19,846.73

^aAll appropriations under general title "Naval station, Port Royal, S. C.," are available for expenditure at this yard.

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Naval station, Guantanamo, Cuba:			
Acts Mar. 3, 1903, and Feb. 18, 1904—			
Purchase of land and preliminary work	\$299,251.29	\$300,000.00	\$748.71
Act Apr. 27, 1904—			
Dry dock	178,097.04	200,000.00	21,902.96
Dredging at Toro Key	39,000.00	40,000.00	1,000.00
Sea wall at Toro Key	40,586.35	75,000.00	34,463.65
Reservoir and water system	43,492.72	50,000.00	6,507.28
Total	600,377.40	665,000.00	64,622.60
Naval station, Honolulu, Hawaii:			
Act March 3, 1901—			
Machine shop		50,000.00	50,000.00
Smithery and foundry		25,000.00	25,000.00
Commandant's house and stables	7.35	15,000.00	14,992.65
Ten-ton wharf crane		800.00	800.00
Act June 29, 1906—			
For the reclamation of that portion of the naval station at Honolulu, Hawaii, known as the Reef, from materials now being dredged from the harbor at Honolulu, and for the necessary dikes or retaining walls		a 35,000.00	a 35,000.00
Total	7.35	125,800.00	125,792.65
Naval station, Key West, Fla.:			
Act Mar. 3, 1899—			
Sea wall	207.93	3,000.00	2,792.07
Act June 7, 1900—			
Construction and repair shop	300.00	50,000.00	49,700.00
Act Mar. 3, 1901—			
Storehouse for supplies and accounts	600.00	60,000.00	59,400.00
Storehouse for oils, turpentine, etc.	5,000.00	5,000.00	
Smith shop for steam engineering	8,000.00	8,000.00	
Filling, grading, and fencing	9,726.44	10,000.00	273.56
Act July 1, 1902—			
Coaling pier, to complete	8,318.34	63,000.00	54,681.66
Act Mar. 3, 1903—			
Quay wall, to continue	3,302.22	150,000.00	146,697.78
Coaling plant, extensions and improvements	2,095.29	100,000.00	97,904.71
Act Mar. 3, 1905—			
Fire-protection system, extension	9,408.83	10,000.00	591.17
Pumping plant for fresh water	2,421.94	5,000.00	2,578.06
Water system	34,785.87	42,000.00	7,214.13
Act June 29, 1906—			
Dredging and filling in	33,991.92	70,000.00	36,008.08
To complete two officers' quarters	7,825.91	9,200.00	1,374.09
Marine railway, to complete	400.00	20,000.00	19,600.00
Sewer system		3,000.00	3,000.00
Total	126,384.69	608,200.00	481,815.31
Navy-yard, League Island, Pa.:			
Act March 3, 1899—			
East wall of causeway	71,537.17	73,920.00	2,382.83
Act June 7, 1900—			
To complete one pair shear legs	16,333.30	17,000.00	666.70
Pattern shop and storehouse for patterns for steam engineering	56,973.11	61,500.00	4,526.89
Smithery shop for construction and repair	43,026.82	43,200.00	173.18
Act March 3, 1901—			
Electrical workshop and storehouse for equipment, to complete	29,408.24	33,000.00	3,591.76
Equipment for railroad	9,144.75	10,000.00	855.25
Roadway and retaining wall at yard entrance	1,104.40	25,000.00	23,895.60
Heating apparatus for building No. 8	4,799.00	4,800.00	1.00
Electric elevators	6,905.24	7,250.00	344.76
Foundry and coppersmiths' shop for steam engineering, to complete	116,858.46	118,000.00	1,141.54
Plumbers' and coppersmiths' shop and foundry for construction and repair, to complete	103,404.56	103,880.00	475.44
Block, cooper, and spar shops for construction and repair, to complete	112,643.77	113,400.00	756.23

a Or so much thereof as may be necessary.

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Navy-yard, League Island, Pa.—Continued.			
Act July 1, 1902—			
Power house for construction and repair.....	\$16,976.85	\$50,000.00	\$33,023.15
Plate-bending shop for construction and repair, to complete	99,919.88	100,000.00	80.12
Power house for steam engineering.....	4,774.90	46,000.00	41,225.10
Act March 3, 1903—			
Tools and appliances for yards and docks.....	4,922.11	5,000.00	77.89
Fireproof vault, building No. 1	175.00	2,000.00	1,825.00
Houses over artesian-well pumps	2,941.14	3,000.00	58.86
Machine shop for steam engineering, to complete ..	161,383.69	174,000.00	12,616.31
Act April 27, 1904—			
Fittings and modifications, dry dock and pumping plant.....	13,721.98	40,000.00	26,278.02
Electric plant, extensions	140,443.19	175,000.00	34,556.81
Sea wall, extension	13,431.00	64,000.00	50,569.00
One officers' quarters	7,815.41	8,000.00	184.59
Storehouse for naval supplies, to complete	229,685.48	230,470.00	784.52
Act March 3, 1905—			
Grading and paving, to continue.....	74,722.42	75,000.00	277.58
Railroad system, extension.....	35,642.96	37,000.00	1,357.04
Water system, extension.....	36,505.87	37,000.00	494.13
Locomotive-crane track, extension.....	32,593.64	35,000.00	52,406.36
Underground conduit system, extension	34,482.20	35,000.00	517.80
Extension of building No. 24.....	2,867.22	3,000.00	132.78
Locomotive crane for yards and docks		7,500.00	7,500.00
Berth for receiving ship		20,000.00	20,000.00
Water-closets, additional.....	7,512.00	12,212.00	4,700.00
Pump and boiler for caisson, dry dock No. 1.....		2,000.00	2,000.00
Piers, extensions.....	127,246.27	159,000.00	31,753.73
Act June 29, 1906—			
To continue retaining wall about reserve basin.....	138,106.60	24,000.00	101,898.40
Sewer system, extensions	31,788.03	42,000.00	10,211.97
Dredging and filling in Delaware water front, to continue	40,653.21	100,000.00	59,346.79
Fire-protection system, extensions.....	99,997.81	105,000.00	5,002.19
Extension of reserve basin, to continue dredging....	196,154.00	250,000.00	53,846.00
Building for bathing, examination of recruits, and disinfection of clothing		10,000.00	10,000.00
Electric capstan for dry dock No. 1.....		3,000.00	3,000.00
Central heating system.....		10,000.00	10,000.00
Total	2,126,601.68	2,741,132.00	614,530.32
Navy-yard, Mare Island, Cal.:			
Act March 3, 1899—			
Shipwrights' shop, construction and repair	51,429.44	75,000.00	23,570.56
Steam engineering machine shop and foundry	149,559.65	150,000.00	440.35
Timber shed, supplies and accounts.....	26,250.00	26,250.00	
Act June 7, 1900—			
Water system.....	33,979.50	107,000.00	73,020.50
Act March 3, 1901—			
Fire-protection system	26,046.05	42,000.00	15,953.95
Fence at northern end of yard		3,500.00	3,500.00
New floor for building No. 53.....	1,981.53	2,000.00	18.47
Act July 1, 1902—			
Machine shop No. 2, construction and repair, to complete	83,943.27	84,000.00	56.73
Auxiliary machine shop, steam engineering.....	3,700.35	5,000.00	1,299.65
Act March 3, 1903—			
Light and power station building.....	11,432.10	40,000.00	28,567.90
Extension to electrical workshop	24,845.18	25,000.00	154.82
Act April 27, 1904—			
Moving and improving building No. 113.....	16,981.27	17,000.00	18.73
Dry dock water-closets and bath house, to complete ..	1,647.55	8,500.00	6,852.45
Tools for yards and docks	4,980.64	5,000.00	19.36
Improvement of building No. 46 for coppersmiths' and plumbers' shop	13,953.70	20,000.00	6,046.30
Act March 3, 1905—			
Addition to fire engine house, building No. 99.....	3,999.80	4,000.00	.20
Improvements to building No. 77	1,494.94	1,500.00	5.06
Moving and improving wash house.....	4,187.12	4,200.00	12.88
Completion of torpedo-boat wharf	2,999.80	3,000.00	.20
For the purpose of preparing and equipping yard for the construction of vessels.....	146,188.48	175,000.00	28,811.52
Act June 29, 1906—			
Railroad system, extension	34,960.79	40,000.00	5,039.21
Electric-plant system, extension.....	71,794.32	85,000.00	13,205.68
Improvement of channel in Mare Island Strait, to complete	230,595.28	350,000.00	119,404.72

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Navy-yard, Mare Island, Cal.—Continued.			
Act June 29, 1906—Continued.			
Sewer system, extensions	\$7,960.79	\$11,000.00	\$3,039.21
Paving and grading, to continue	10,000.00	15,000.00	5,000.00
Heating system, extension	4,085.37	10,000.00	5,914.63
Improvements to building No. 165		4,000.00	4,000.00
Improvements and repairs, steam engineering buildings		15,000.00	15,000.00
Bridge between buildings 45 and 65		1,000.00	1,000.00
Total	968,996.92	1,328,950.00	359,953.08
Naval station, New London, Conn.:			
Act July 1, 1902—			
Coaling plant, extensions	24,585.25	25,000.00	414.75
Act Mar. 3, 1903—			
Railroad scales		2,500.00	2,500.00
Total	24,585.25	27,500.00	2,914.75
Naval station, New Orleans, La.:			
Act June 7, 1900—			
Shops for construction and repair	94,490.24	95,000.00	509.76
Act Mar. 3, 1901—			
Shops and offices for equipment	80,000.00	80,000.00	
Coal-storage plant	141,510.00	150,000.00	8,490.00
Act July 1, 1902—			
Shops and offices for yards and docks	77,328.63	80,000.00	2,671.37
Office building	34,152.08	35,000.00	847.92
Storehouse	96,469.95	100,000.00	3,530.05
Act Mar. 3, 1903—			
Additions to floating dock	2,071.69	15,000.00	12,928.31
Act Apr. 27, 1904—			
Latrines	5,458.00	5,500.00	42.00
Shops for steam engineering and fittings and grading	116,661.51	135,000.00	18,338.49
Railroad system	21,756.28	25,000.00	3,243.72
Telephone system	3,000.00	3,000.00	
Coal bins	400.00	5,000.00	4,600.00
Floor, construction and repair shops	4,561.14	5,500.00	938.86
Fencing naval property	1,364.82	10,000.00	8,635.18
Act Mar. 3, 1905—			
Paving	200.00	30,000.00	29,800.00
Sewer system, extensions	2,422.02	15,000.00	12,577.98
Water system, extensions	8,642.73	23,000.00	14,357.27
Fire-protection system	2,897.00	10,000.00	7,103.00
Four officers' quarters	1,583.13	34,000.00	32,416.87
Act June 29, 1906—			
Improvement of water front	41,757.00	135,000.00	93,243.00
Levee improvement and grading	11,241.73	50,000.00	38,758.27
Machinery and tools for yards and docks shop		8,000.00	8,000.00
Central electric light and power plant, to complete	109,781.84	162,500.00	52,718.16
Rebuilding cross wharf		10,000.00	10,000.00
Strengthening approaches to floating dock		9,500.00	9,500.00
Railroad system		5,000.00	5,000.00
Underground conduit system		5,000.00	5,000.00
Drainage system	9,558.90	18,000.00	8,441.10
Sawmill, boat shop, and storage for construction and repair		60,000.00	60,000.00
Toward the construction of street around naval station in lieu of Patterson street		15,000.00	15,000.00
Total	867,308.69	1,331,000.00	463,691.31
Navy-yard, New York, N. Y.:			
Act May 4, 1898—			
Replacing storehouse, building No. 31 (condemned)	49,224.35	49,837.00	612.65
Act June 7, 1900—			
Pumping plant, dry dock No. 3	73,996.34	80,000.00	6,003.66
Completing repairs to dry dock No. 2	299,077.52	300,000.00	922.48
Bascule bridge	208.00	115,000.00	114,792.00
Act Mar. 3, 1901—			
Slip for ordnance, cob dock	49,856.46	50,000.00	143.54
Reconstructing building No. 21 for boathouse, to complete	183,787.31	185,000.00	1,212.69
Fire-protection system	141,045.15	160,000.00	18,954.85
Act July 1, 1902—			
Coal-storage and coal-handling plant, extensions	259,975.00	260,000.00	25.00
Extending building No. 41	59,550.88	60,000.00	449.12
Improvements to building No. 120	21,116.80	22,000.00	883.20

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Navy-yard, New York, N. Y.—Continued.			
Act July 1, 1902—Continued.			
Electric-light systems, extension on cob dock.....	\$28,000.00	\$28,000.00	.....
Coal pocket and machinery for construction and repair		6,000.00	\$6,000.00
To complete building No. 19.....	160,000.00	160,000.00	.....
Act Mar. 3, 1903—			
Dredging, to continue.....	34,189.00	50,000.00	15,811.00
Rebuilding wharves on cob dock	8,680.58	25,000.00	16,319.42
New roof for building No. 28.....	19,773.90	20,000.00	226.10
Piers, additional	97,570.25	100,000.00	2,429.75
Coal bins and tracks for yards and docks.....	2,444.08	2,500.00	55.92
Extension of building No. 116.....	4,499.45	4,500.00	.55
Act Feb. 18, 1904—			
Partitions and improvements, building No. 22.....	14,997.98	15,000.00	2.02
Act Apr. 27, 1904—			
Tools for yards and docks.....	1,866.95	2,000.00	133.05
Cranes	4,791.76	7,500.00	2,708.24
Locomotive and car shed, extensions.....	29,999.48	30,000.00	.52
Granite and concrete dry dock, to continue	700,000.00	700,000.00	.....
Prison on cob dock.....	49,568.27	50,000.00	431.73
Act Mar. 3, 1905—			
Latrines, additional.....	5,241.30	8,000.00	2,758.70
Telephone system, extension	1,069.15	2,000.00	930.85
Scale house and scales	3,809.96	6,000.00	2,190.04
Auxiliary hoist for 100-ton crane.....	15,919.00	20,000.00	4,081.00
Bridge between buildings Nos. 6 and 115	1,193.68	1,200.00	6.32
Improvement in building No. 8.....	12,085.38	13,200.00	1,114.62
Act June 29, 1906—			
Paving and grading, to continue	40,000.00	43,000.00	3,000.00
Railroad system, extensions	33,910.08	41,000.00	7,089.92
Electric plant, extensions.....	83,588.13	150,000.00	66,411.87
Railroad equipment, additional.....	12,989.30	20,000.00	7,010.70
Underground conduits, extensions	30,805.81	45,000.00	14,194.19
Heating system, extensions.....	10,000.00	40,000.00	30,000.00
Extension salt-water suction and discharge pipes to power house.....		9,000.00	9,000.00
Street-cleaning equipment.....		3,000.00	3,000.00
Lean-to for building No. 20.....		8,000.00	3,000.00
Lean-to for building No. 131.....		10,000.00	10,000.00
Disinfecting plant.....		2,500.00	2,500.00
Total.....	2,544,831.30	2,899,237.00	354,405.70
Navy-Yard, Norfolk, Va.:			
Act Mar. 3, 1899—			
One-hundred-and-twenty-ton floating derrick	67,432.65	70,000.00	2,567.35
Act Mar. 3, 1901—			
Alterations in plumbers' shop, building No. 9.....	9,966.15	10,000.00	33.85
Act July 1, 1902—			
Locomotive-crane track, to renew	14,953.17	15,000.00	46.83
Railroad rolling stock.....	2,989.98	3,000.00	10.02
Fittings for ordnance storehouse.....	35,000.00	35,000.00	.....
Remodeling machine shop for steam engineering, to complete.....	66,462.77	85,000.00	18,537.23
Electric drainage pump for dry docks.....	2,503.97	10,000.00	7,496.03
Act Mar. 3, 1903—			
Electric capstans for dry docks, additional.....	3,185.51	10,000.00	6,814.49
Cistern	8,470.89	20,000.00	11,529.11
Landing float and slip for railroad cars	405.36	40,000.00	39,594.64
Improvements to storehouse building No. 15.....	14,750.78	15,000.00	249.27
Act Apr. 27, 1904—			
Machinery and tools for yards and docks, additional.....	5,980.27	6,000.00	19.73
Fitting-out basin, to complete.....	368,844.43	380,000.00	11,155.57
Renewing wharves at entrance to dry docks.....	10,700.59	15,000.00	4,299.41
Water-closets at dry dock	4,767.32	5,000.00	232.68
Storehouse for torpedo-boat outfits.....	54,287.80	55,000.00	712.20
Electric crane in erecting shop.....	9,829.28	15,000.00	5,170.72
Improvement to 40-ton locomotive crane		1,000.00	1,000.00
Act Mar. 3, 1905—			
Piers and slips, to continue.....	108,454.22	150,000.00	41,545.78
Electric plant, extensions.....	37,854.15	40,000.00	2,145.85
Railroad rolling stock, additional.....	4,013.69	6,000.00	1,986.31
Heating system, extensions.....	9,980.96	10,000.00	19.04
Locomotive	5,771.62	6,000.00	228.38
Underground conduit system	6,115.85	10,000.00	3,884.15
Improvement to 100-ton shears.....		15,000.00	15,000.00
Telephone system, extension.....		2,000.00	2,000.00
Sewers, extensions	12,402.58	13,000.00	597.42
Wharf extension at St. Helena.....	8,020.84	8,500.00	479.16
Roads at St. Helena	3,907.77	4,000.00	92.23

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Navy-yard, Norfolk, Va.—Continued.			
Act Mar. 3, 1905—Continued.			
Storehouse and issuing room for clothing at St. Helena.		\$3,500.00	\$3,500.00
House for contagious diseases.		2,500.00	2,500.00
Act June 29, 1906—			
Dredging, to continue.	\$7,610.99	15,000.00	7,389.01
Paving and grading, additional.	31,117.40	35,000.00	3,882.60
Fire-protection system, extensions.	31,913.44	40,000.00	8,086.56
Railroad tracks, extensions.	9,947.27	15,000.00	5,052.73
Improvements to building No. 16.		5,000.00	5,000.00
Bollards and capstans for dry docks.		5,000.00	5,000.00
Improvements to 40-ton locomotive crane.		2,000.00	2,000.00
Concrete and granite dry dock.	909,186.01	1,100,000.00	190,813.99
Repairs, buildings at St. Helena.		25,000.00	25,000.00
Stable, marine barracks.		5,000.00	5,000.00
Total.	1,866,827.66	2,307,500.00	440,672.34
Naval station, Olongapo, P. I.:			
Act Apr. 27, 1904—			
To complete survey of reservation (previous work under allotments).	2,908.12	20,000.00	17,091.88
Toward building quay wall (limit of cost, \$252,000).	50.44	63,000.00	62,949.56
Commandant's quarters.	1,664.00	9,000.00	7,336.00
Three officers' quarters.	4,823.69	18,000.00	13,176.31
Dredging entrance to basin.		7,500.00	7,500.00
Dredging basin in front of quay walls.		48,000.00	48,000.00
Water supply from brickyard springs.	4,200.48	15,895.00	11,694.52
Galvanized-iron pipe.	5,225.00		
Valves and fittings.	250.00		
Freight and transportation.	720.00		
Distribution in yard.	1,500.00		
Laying pipes.	3,200.00		
Temporary reservoir.	5,000.00		
One pier for landing and receiving stores.	36,132.48	100,000.00	63,867.52
Toward coaling plant.	499,543.00	500,000.00	467.00
Act Mar. 3, 1905—			
Repairs to existing buildings.	31,248.28	50,000.00	18,751.72
Water system, to extend.	2,901.56	20,000.00	17,098.44
Roads and bridges.	4,050.11	5,000.00	949.89
Sewer system.		15,000.00	15,000.00
Tools for general use.	1,663.90	2,000.00	336.10
Hoisting machinery.		4,000.00	4,000.00
Rock crusher and appurtenances.	2,771.78	4,000.00	1,228.22
Act June 29, 1906—			
Purchase and installation of tools and machinery.		100,000.00	100,000.00
Wharf for floating dry dock.		65,000.00	65,000.00
Extension of drainage canal.	5,149.36	50,000.00	44,850.64
Steam floating derrick.		17,000.00	17,000.00
Total.	596,602.20	1,113,395.00	516,792.80
Navy-yard, Pensacola, Fla.:			
Act Mar. 3, 1901—			
Coal-storage plant, increase.	24,702.96	25,000.00	297.04
Act Mar. 3, 1903—			
Crib for floating dry dock.	9,997.17	10,000.00	2.83
Electric-light plant, additions.	2,986.86	3,000.00	3.14
Building for bureau of equipment.	105,606.54	120,000.00	14,393.46
Act Apr. 27, 1904—			
Dredging, to continue.	52,274.99	70,000.00	17,725.01
Dump scows.	11,748.07	12,000.00	251.93
Ship-fitters' shop, building No. 44, extensions.	9,950.46	10,000.00	49.54
Act Mar. 3, 1905—			
Central power house, to complete.	99,121.84	104,500.00	5,378.16
Tools for yards and docks.	3,719.98	4,000.00	280.02
Fire-protection system.	4,859.00	5,000.00	141.00
Closets and lavatories.		3,500.00	3,500.00
Garbage crematory.		7,500.00	7,500.00
Machinery for central power house (to cost \$120,000).	7.80	50,000.00	49,992.20
Railroad track and equipment.	9,709.71	10,000.00	290.29
Telephone system, extensions.	1,997.73	2,000.00	2.27
Elevator for building No. 1.		1,000.00	1,000.00
Act June 29, 1906—			
Water system.	4,248.42	15,000.00	10,751.58
Sewer system.		10,000.00	10,000.00
Conduits and conductors for distribution of power.		5,000.00	5,000.00
Crib for wooden floating dry dock.		20,000.00	20,000.00
Total.	340,941.53	487,500.00	146,558.47

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Naval Station, Port Royal, S. C.:—			
Act June 10, 1896—			
Dredging channel opposite station.....	\$142,608.37	\$150,000.00	\$8391.63
Act May 4, 1898—			
Quay wall.....	3,907.32	15,000.00	11,092.61
Repair shop for steam engineering.....	49,860.70	50,000.00	139.30
Constructing wharf adjoining timber dry dock.....	72,852.21	75,000.00	2,147.79
Locomotive crane and track for dry dock.....	44,704.60	70,000.00	25,295.40
Increasing facilities for storage and handling coal.....		20,000.00	20,000.00
Act July 7, 1898—			
Coal-storage houses.....	72.80	50,000.00	49,927.20
Repairs and extensions of wharf.....	80,335.73	85,000.00	4,664.27
Act Mar. 3, 1899—			
Sawmill and boat shop, construction and repair.....	29,989.93	30,000.00	10.07
Paint shop and storage for combustibles.....	12,986.23	13,000.00	13.77
Dredging plant.....	5,850.00	6,000.00	150.00
Shipwrights' shed, construction and repair.....		6,000.00	6,000.00
Act June 7, 1900—			
Toward rebuilding dry dock (cost, \$500,000).....	150,000.00	150,000.00	
Condensing plant.....	25,445.04	30,000.00	4,554.96
Fire-engine house.....		9,000.00	9,000.00
Purchase of land.....	8,154.95	46,325.50	38,170.55
Crane supports in steam engineering machine shop.....		10,000.00	10,000.00
Total.....	588,767.95	765,325.50	181,557.55
Navy-Yard, Portsmouth, N. H.:—			
Act Mar. 3, 1890—			
Coal-storage and coal-handling machinery.....	99,990.98	100,000.00	9.02
Act Mar. 3, 1901—			
Coal storage at electric and dry-dock plants.....	600.00	10,000.00	9,400.00
Coal storage near building No. 46.....	525.00	8,500.00	7,975.00
Elevators in storehouses Nos. 1 and 2.....	7,650.55	8,000.00	349.45
Act July 1, 1902—			
Latrines.....	5,835.51	6,000.00	164.49
Power house and stack for steam engineering.....	31,699.76	35,000.00	3,300.24
Act Mar. 3, 1905—			
Removal of Hendersons Point, to complete.....	749,000.00	749,000.00	
Blasting in front of quay wall.....	500.00	25,000.00	24,500.00
Act Apr. 27, 1904—			
Tools for yards and docks, additional.....	2,288.67	4,000.00	1711.33
Electric plant, extensions (previous appropriation, No. 79).....	56,059.37	75,000.00	18,940.63
Steel-plant building for construction and repair, to complete.....	148,936.98	150,000.00	1,063.02
Railroad and wagon scales.....	6,680.74	8,000.00	1,319.26
Electric elevator in new storehouse.....	4,664.91	8,000.00	3,335.09
Crane, hoists, and elevator for chain shed.....	5,735.06	6,000.00	264.94
Act Mar. 3, 1905—			
Underground conduit system, to continue.....	39,549.54	45,000.00	5,450.46
Piers and slips, to extend.....	21,915.60	25,000.00	3,084.40
Fittings for dry dock No. 2.....	26,640.21	35,000.00	8,359.79
Sidewalks and streets.....	4,935.00	6,000.00	1,065.00
Toward pattern shop for steam engineering.....	1,005.64	39,400.00	38,394.36
Rebuilding and extending coaling plant.....	1,502.50	30,000.00	28,497.50
Telephone system, extension.....	964.54	1,000.00	35.46
Act June 29, 1906—			
Railroad and rolling stock, additions.....	21,000.00	24,000.00	3,000.00
Sewer system, extension.....	14,000.00	17,000.00	3,000.00
Quay walls, to extend.....	215,242.86	310,000.00	94,757.14
Grading, to continue.....	106,281.09	120,000.00	13,718.91
Central power house, extension.....		35,000.00	35,000.00
Central power plant, extension (to cost \$120,000).....		60,000.00	60,000.00
Central heating plant, extension.....	46,732.14	55,000.00	8,267.86
Water system, extension.....	7,999.41	13,000.00	5,000.59
Workmen's landing near reservoir.....		1,000.00	1,000.00
Shelves, racks, and fittings for storehouse No. 86.....		5,000.00	5,000.00
Boiler shop for steam engineering, to complete.....	136,179.80	150,000.00	13,820.20
Act June 30, 1906—			
Naval prison, administration building, to complete.....	282,498.29	282,498.29	
Total.....	2,048,682.10	2,445,398.29	396,716.19
Navy-yard, Puget Sound, Wash.:—			
Act May 4, 1898—			
Steam capstans for dry dock.....	5,904.51	6,325.00	420.49
Act June 7, 1900—			
Wharf crane.....	4,965.55	5,000.00	34.45
Ordnance shop and magazine buildings.....	54,862.28	80,000.00	25,137.72

a Balances under this general title are available for expenditure at Charleston Navy-Yard.

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Navy-yard, Puget Sound, Wash.—Continued.			
Act Mar. 3 1901—			
New skylight for construction and repair shop.....	\$2,682.60	\$4,000.00	\$1,317.40
Floor for steam engineering shop.....	9,959.49	10,000.00	40.51
Wharf crane for ordnance.....	1,050.00	1,500.00	450.00
Act July 1, 1902—			
Coal shed and appliances, including pier extensions.....	256,923.25	265,000.00	8,076.75
Purchase of land.....		4,000.00	4,000.00
Plate-metal shop for construction and repair.....	46,553.48	50,000.00	3,446.52
Addition to storehouse for supplies and accounts.....	49,683.40	50,000.00	316.60
Power house for construction and repair.....	2,900.00	70,000.00	67,100.00
Locomotive crane.....	7,469.79	8,500.00	1,030.21
Boiler stack and fittings for equipment shop.....	94,895.97	95,000.00	104.03
Act Mar. 3, 1903—			
Foundry and coppersmiths' shop, to complete.....	93,504.04	100,000.00	6,495.96
Boiler and blacksmith shop, to complete.....	88,214.74	100,000.00	11,785.26
Extension of dry-dock boiler plant.....	17,680.01	30,000.00	12,319.99
Act Apr. 27, 1904—			
Extension of dry-dock boiler plant.....	630.00	15,000.00	14,370.00
Yard scow, to complete.....	3,652.75	7,000.00	3,347.25
Coal pockets.....	208.02	10,000.00	9,791.98
Timber storage shed.....	1,975.45	2,000.00	24.55
Pile driver.....	1,940.76	2,500.00	559.24
Fire-alarm system.....	3,945.07	5,000.00	1,054.93
Machinery for yards and docks, carpenter shop.....	1,864.50	2,000.00	135.50
Machinery for yards and docks, machine shop.....	2,692.92	3,000.00	307.08
Act Mar. 3, 1905—			
Fire-protection system, extensions.....	16,794.25	24,000.00	7,205.75
Railroad and equipment, extensions.....	46,226.23	52,000.00	5,773.77
Boat shop for construction and repair, to equip and complete.....	163,525.73	175,000.00	11,474.27
Locomotive and crane track about dry dock, to continue.....	107,411.67	120,000.00	12,588.33
Quay wall, extension.....	123,539.66	125,000.00	1,460.34
Joiner shop, for construction and repair, to complete.....	88,308.28	90,000.00	1,691.72
Machinery for yards and docks.....	1,767.35	2,000.00	232.65
Piers, additional.....	110,651.91	125,000.00	14,348.09
Act June 29, 1906—			
Sewer system, extensions.....	16,884.31	23,000.00	6,115.69
To continue grading.....	111,310.88	120,000.00	8,689.12
Electric-light plant, extensions.....	4,348.52	19,000.00	14,651.48
Water system, extensions.....	14,700.61	19,500.00	4,799.39
Heating system, extensions.....	5,948.21	19,000.00	13,051.79
Dredging, to continue.....	20,000.00	30,000.00	10,000.00
Roads and walks, extensions.....	19,539.41	27,500.00	7,960.59
Stone and concrete dry dock (to cost \$1,250,000).....		100,000.00	100,000.00
Smithery for construction and repair, to complete.....	51,820.43	56,000.00	4,179.57
Telephone system, extensions.....	6,022.14	8,000.00	1,977.86
Central power plant.....		60,000.00	60,000.00
Water-closet for ships in dock.....		2,500.00	2,500.00
Total.....	1,662,958.17	2,123,325.00	460,366.83
Naval station, San Juan, P. R.:			
Act July 1, 1901—			
Coaling facilities, extensions.....	18,055.70	120,000.00	101,944.30
Total.....	18,055.70	120,000.00	101,944.30
Naval station, Tutuila:			
Act Mar. 3, 1903—			
Coal-storage plant, extensions.....	1,582.36	200,000.00	198,417.64
Act July 1, 1902—			
One officers' quarters.....	5,000.00	5,000.00	
Office building.....	9,300.29	10,000.00	699.71
Roads and walks.....	4,467.51	5,000.00	532.49
Telephone system.....	1,865.92	2,000.00	134.08
Light-house, Aunuu Island.....	894.58	1,000.00	105.42
Purchase of additional land at Samoa.....	34,415.86	35,000.00	584.14
Act Mar. 3, 1903—			
Grading and filling, to continue.....	74,324.29	75,000.00	675.71
Waterworks and accessories.....	10,000.00	10,000.00	
Carpenter and blacksmith shop.....	4,197.24	5,000.00	802.76
Mooring, shoal, and channel buoys.....	2,951.82	4,000.00	1,048.18
Act Apr. 27, 1904—			
New deck for wharf.....	4,140.05	5,000.00	859.95
Act Mar. 3, 1905—			
Lumber shed.....	381.59	500.00	118.41
Boathouse.....	500.00	500.00	
Total.....	154,021.51	358,000.00	203,978.49

No. 6.—Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated June 30, 1906—Continued.

Appropriations.	Obligated.	Appropriated.	Unobligated balance June 30, 1906.
Navy-yard, Washington, D. C.:			
Act Mar. 3, 1903—			
Piled floor in storehouse for guns and mounts.....	\$27,076.25	\$27,240.00	\$163.75
Act Apr. 27, 1904—			
Quay wall.....	49,203.87	50,000.00	796.13
Machinery for power-plant extension.....	204,319.97	205,200.00	880.03
Electric-light plant, extension.....	8,492.77	5,000.00	1,507.23
Telephone and time systems, extensions.....	1,844.40	2,000.00	155.60
Act Mar. 3, 1905—			
Dredging, to continue.....	6,312.25	10,000.00	3,687.75
Building for electric power-plant extension, to complete.....	170,756.89	172,983.00	2,226.11
Fire-protection system, to extend.....	1,778.00	5,000.00	3,222.00
Railroad system, to extend.....	5,000.00	5,000.00	
Act June 29, 1906—			
Paving, to extend.....	58,000.00	63,000.00	5,000.00
Underground conduit system, to extend.....	14,962.57	20,000.00	5,037.43
Railroad system, to extend.....		5,000.00	5,000.00
Heating system, extension.....	2,367.40	10,000.00	7,632.60
Water system, to extend.....	12,745.81	25,000.00	12,254.19
Yard wall, to complete.....	32,134.04	52,000.00	19,865.96
Extension and improvements, telephone and fire-alarm systems.....	18,926.37	17,000.00	3,073.63
Extension of gas plant.....		10,000.00	10,000.00
Purchase of land west of yard, to complete.....		200.00	200.00
Total.....	608,920.59	684,623.00	80,702.41

No. 7.—Statement of offers received during the fiscal year ended June 30, 1904, for works of improvement under the cognizance of the Bureau of Yards and Docks (required by section 429, Revised Statutes).

[NOTE.—Description of work covered by various items is contained in specifications.]

DREDGING, NAVY-YARD, LEAGUE ISLAND, PA.

[Specification No. 1444. Act April 27, 1904. Advertisement dated June 9, 1905. Bids opened July 1, 1905. (8956-10.) Contract No. 1191, dated July 20, 1905.]

American Dredging Company, 510 Mariner and Merchant Building, Philadelphia, Pa. ^a Item No. 1 (per cubic yard).....	\$0.184
Bowers Hydraulic Dredging Company, 104 Market street, Camden, N. J. Item No. 1 (per cubic yard).....	.22

UNDERGROUND, LEAD ENCASED, BRAID-COVERED INCANDESCENT LIGHTING AND POWER CABLES, NAVY-YARD, LEAGUE ISLAND, PA.

[Specification No. 1445. Act April 27, 1904. Advertisement dated June 8, 1905. Bids opened July 1, 1905. (8893-20.) Contract No. 1194, dated July 26, 1905.]

National Conduit and Cable Company, 41 Park Row, New York, N. Y.:	
Item No. 1.....	\$24,586.39
Item No. 2—	
2,000,000 cm. (per foot).....	1.53
1,000,000 cm. (per foot).....	.839
800,000 cm. (per foot).....	.715
500,000 cm. (per foot).....	.495
400,000 cm. (per foot).....	.42
250,000 cm. (per foot).....	.35
John A. Roebling's Sons Company, 612 South Broad street, Trenton, N. J.: ^a	
Item No. 1.....	22,661.87
Item No. 2—	
2,000,000 cm. (per foot).....	1.483
1,000,000 cm. (per foot).....	.795
800,000 cm. (per foot).....	.667
500,000 cm. (per foot).....	.465
400,000 cm. (per foot).....	.384
250,000 cm. (per foot).....	.285
Cable racks and brackets.....	350.00

^a Accepted.

Standard Underground Cable Company, 618 Westinghouse Building, Pittsburg, Pa.:

Item No. 1	\$22,965.15
Item No. 2—	
2,000,000 cm. (per foot)	1.533
1,000,000 cm. (per foot) .....	.805
800,000 cm. (per foot) .....	.676
500,000 cm. (per foot) .....	.469
400,000 cm. (per foot) .....	.399
250,000 cm. (per foot) .....	.399

American Steel and Wire Company, Battery Park Building, New York, N. Y.:^a

Item No. 1	24,716.10
Item No. 2—	
2,000,000 cm. (per foot)	1.625
1,000,000 cm. (per foot) .....	.90
800,000 cm. (per foot) .....	.765
500,000 cm. (per foot) .....	.55
400,000 cm. (per foot) .....	.53
250,000 cm. (per foot) .....	.45

PERFORATED RADIAL MOLDED BRICK CHIMNEY FOR BUILDING NO. 47, NAVY-YARD, PENSACOLA, FLA.

[Specification No. 1443. Act April 27, 1904. Advertisement dated June 8, 1905. Bids opened July 15, 1905. (8983-15.) Contract No. 1198, dated August 17, 1905.]

M. W. Kellogg & Co., New York, N. Y.:

Item No. 1	\$8,155.00
------------------	------------

Item No. 2	400.00
------------------	--------

Weber Steel-Concrete Chimney Company, Chicago, Ill.: Item, No. 3

Alphons Custodis Chimney Construction Co., New York, N. Y.:^b

Item No. 1	6,390.00
------------------	----------

Item No. 2	50.00
------------------	-------

H. R. Heinicke (Incorporated), New York:

Item No. 1	7,175.00
------------------	----------

Item No. 2	125.00
------------------	--------

Item No. 3	5,800.00
------------------	----------

COAL HANDLING AND COAL STORAGE INSTALLATIONS FOR BUILDING NO. 47, NAVY-YARD, PENSACOLA, FLA.

[Specification No. 1439. Act April 27, 1904. Advertisement dated June 8, 1905. Bids opened July 15, 1905. (8964-20.) Contract No. 1201, dated August 18, 1905.]

The Snare & Triest Company, New York, N. Y.:

Item No. 2	\$23,880.00
------------------	-------------

Item No. 3	29,500.00
------------------	-----------

Robins Conveying Belt Company, New York, N. Y.:

Item No. 2	15,945.00
------------------	-----------

Extras, conditionally	2,094.00
-----------------------------	----------

Webster Manufacturing Company, New York, N. Y.:

Item No. 1	18,372.00
------------------	-----------

Item No. 2a	13,955.00
-------------------	-----------

Item No. 2b	14,435.00
-------------------	-----------

Link-Belt Engineering Company, Philadelphia, Pa.:^c Item No. 2

Heyl & Patterson (Incorporated), Pittsburg, Pa.:

Item No. 1	19,500.00
------------------	-----------

Item No. 2	15,900.00
------------------	-----------

BRICK PAVING AND CONCRETE SIDEWALKS, NAVY-YARD, BOSTON, MASS.

[Specification No. 1447. Act March 3, 1905. Advertisement dated June 19, 1905. Bids opened July 15, 1905. (8977-11.) Contract No. 1195, dated July 24, 1905.]

T. H. Gill & Co., Boston, Mass.:

Item No. 1	\$15,245.00
------------------	-------------

Item No. 2	23,265.00
------------------	-----------

Coleman Brothers, Boston, Mass.:

Item No. 1	17,400.00
------------------	-----------

Item No. 2	24,795.00
------------------	-----------

C. M. Leach, Boston, Mass.:

Item No. 1	15,408.00
------------------	-----------

Item No. 2	23,783.00
------------------	-----------

Soule, Dillingham & Co., Boston, Mass.:

Item No. 1	17,678.34
------------------	-----------

Item No. 2	26,701.50
------------------	-----------

James Doherty, Boston, Mass.:^d

Item No. 1	13,656.00
------------------	-----------

Item No. 2	21,349.00
------------------	-----------

Jas. C. McGuire & Co., New York, N. Y.: Item No. 2

^a Accepted, Item No. 1 and prices under Item No. 2.^b Accepted, Item No. 1.^c Accepted.^d Accepted, Item No. 2.

CENTRAL POWER HOUSE, BUILDING NO. 47, NAVY-YARD, PENSACOLA, FLA.

[Specification No. 1446. Act April 27, 1904. Advertisement dated June 8, 1905. Bids opened July 15, 1905. (8964-20.) Contract No. 1199, dated August 22, 1905.]

Grant Wilkins, Atlanta, Ga.:

Item No. 1	\$72,400.00
Item No. 2	2,400.00
Item No. 3	4,200.00
Item No. 4	1,500.00
Item No. 5	260.00
Item No. 6	57,000.00

Penn Bridge Company, Washington, D. C.: Item No. 1 74,949.00

Henry & John Monk, Pensacola, Fla.:

Item No. 1	87,750.00
Item No. 2	1,800.00
Item No. 3	3,800.00
Item No. 4	300.00
Item No. 5	300.00

Moise De Leon, Atlanta, Ga.: ^a

Item No. 1	68,169.00
Item No. 2	2,488.00
Item No. 3	1,500.00
Item No. 4	1,100.00
Item No. 5	500.00
Item No. 6	2,560.00
	1,400.00
	2,800.00
	375.00
	500.00
	1,000.00
	600.00
	200.00

C. H. Pettman, Atlanta, Ga.: ^b

Item No. 1	86,233.00
Item No. 2	2,737.00
Item No. 3	2,250.00
Item No. 4	400.00
Item No. 5	300.00
Item No. 6	3,062.00

EXTENSION OF DREDGED AREA EAST OF WHARF NO. 4, NAVY-YARD, PUGET SOUND, WASH.

[Specification No. 1448. Acts July 1, 1902; April 27, 1904, and March 3, 1905. Advertisement dated June 16, 1905. Bids opened July 29, 1905. (8252-8.) Contract No. 1200, dated August 14, 1905.]

North American Dredging Company, San Francisco, Cal.: Item No. 1..... \$30,225.00

(Or \$0.46½ per cubic yard.)

Puget Sound Bridge and Dredging Company, Seattle, Wash.: ^c Item No. 1 25,870.00

(Or \$0.398 per cubic yard.)

International Contract Company, Seattle, Wash.: Item No. 1 (per cubic yard)44

FILLING AND GRADING, NAVAL STATION, NEW ORLEANS, LA.

[Specification No. 1451. Act April 27, 1904. Advertisement dated June 29, 1905. Bids opened July 29, 1905. (8483-24.) Contract No. —, dated —.]

John T. McCoy, New Orleans, La.: ^d

Item No. 1 (per cubic yard)	\$0.55
Item No. 2 (per cubic yard) .....	.85

EXTENSION TO JOINER SHOP FOR CONSTRUCTION AND REPAIR, BUILDING NO. 91, NAVY-YARD, PUGET SOUND, WASH.

[Specification No. 1449. Act April 27, 1904. Advertisement dated June 22, 1905. Bids opened August 5, 1905. (8990-6.) Contract No. 1206, dated September 28, 1905.]

Congress Construction Company, 140 Dearborn street, Chicago, Ill.: Item No. 1 \$20,500.00

T. Ryan, 28 Sullivan Block, Seattle, Wash.: ^a Item No. 1 17,900.00

J. H. Randall, 322 Coleman Building, Seattle, Wash.: Item No. 1 19,320.00

Puget Sound Bridge and Dredging Company, 95 Yesler way, Seattle, Wash.: Item No. 1... 21,950.00

STEELWORK AND FIREPROOFING, NAVY-YARD, WASHINGTON, D. C.

[Specification No. 1452. Act March 3, 1905. Advertisement dated July 13, 1905. Bids opened August 12, 1905. (8852-18.) Contract No. 1205, dated September 19, 1905.]

American Bridge Company, of New York, 600 Continental Trust Building, Baltimore, Md.:

Item No. 3.....	\$2,000.00
Add, conditionally.....	125.00

^a Accepted.

^b Accepted, items 1 and 5, and propositions 2 and 3, item 6.

^c Accepted at \$0.388 per cubic yard.

^d Bid rejected.

The Snare & Triest Company, New York, N. Y.:

Item No. 1.....	\$7,028.00
Item No. 2.....	2,500.00
Item No. 3.....	1,750.00
Item No. 4.....	3,100.00

Geo. C. Thomas, New York, N. Y.:

Item No. 3.....	1,380.00
Add, conditionally.....	150.00

Champion Iron Company, Kenton, Ohio.:^a

Item No. 3.....	1,385.00
Item No. 4.....	2,385.00

Penn Bridge Company, Beaver Falls, Pa.: Item No. 3..... 1,466.00**NAVAL PRISON EXTENSION, NAVY-YARD, PORTSMOUTH, N. H.**

[Specification No. 1450. Act March 3, 1905. Advertisement dated July 20, 1905. Bids opened August 19, 1905. (9004-51.) Contract No. 1202, dated September 2, 1905. (Building.) Contract No. 1203, dated September 9, 1905. (Plumbing.)]

Otis Elevator Company, New York, N. Y.: Item No. 5..... \$4,900.00**William N. Tobin, Syracuse, N. Y.:**

Item No. 6.....	3,315.00
Add.....	268.00
Item No. 7.....	3,117.00
Item No. 13.....	17,226.00

The Snare & Triest Company, New York, N. Y.:^b

Item No. 3.....	125,200.00
Item No. 4.....	4,500.00
Item No. 8.....	400.00
Item No. 9.....	3,100.00
Item No. 10.....	1,800.00
Item No. 11.....	3,000.00
Item No. 12.....	45,000.00
Item No. 17.....	125,500.00

John P. Sweetser, Portsmouth, N. H.:

Item No. 7.....	2,900.00
Alternate.....	2,800.00
Item No. 13.....	13,447.00
Item No. 14.....	700.00
Item No. 16.....	16,227.00
Alternate.....	15,327.00

Burnham & Stevens, Boston, Mass.:

Item No. 7.....	2,844.00
Item No. 13.....	12,099.00
Item No. 14.....	795.00
Item No. 16.....	14,794.00

Huey Brothers, Boston, Mass.:^c

Item No. 6.....	2,737.00
Item No. 7.....	2,087.00
Item No. 13.....	12,222.00
Item No. 14.....	1,257.00
Item No. 16.....	14,309.00

Penn Bridge Company, Washington, D. C.:

Item No. 3.....	130,500.00
Item No. 4.....	4,950.00
Item No. 9.....	2,900.00
Item No. 10.....	1,700.00
Item No. 11.....	2,700.00
Item No. 12.....	47,800.00
Item No. 15.....	2,000.00

Thompson & Spear, Boston, Mass.:

Item No. 7.....	4,277.00
Item No. 13.....	13,500.00
Item No. 14.....	1,166.00
Item No. 16.....	17,777.00

Marine Engine and Machine Company, New York, N. Y.: Item No. 5..... 4,708.00**Jas. Wilkinson & Co., Boston, Mass.:**

Conduits, administration building.....	2,542.00
Conduits, prisoners' wing.....	1,389.00
Elevators.....	123.00

General Fire Extinguisher Company, Providence, R. I.: Item No. 6..... 3,900.00**Mesker & Bro., St. Louis, Mo.:**

Item No. 12.....	49,975.00
Item No. 15.....	4,703.00

Walworth Construction and Supply Company, Boston, Mass.: Item No. 6..... 3,288.00**Miller & Collins Company, 1133 Broadway, New York, N. Y.:**

Item No. 3.....	131,100.00
Item No. 4.....	5,100.00
Item No. 9.....	3,300.00
Item No. 10.....	2,000.00
Item No. 11.....	3,500.00
Item No. 12.....	49,000.00
Item No. 15.....	2,500.00

^a Accepted.^b Accepted, Items 3, 9, 10, and 11. (Building.)^c Accepted, Items 6 and 7. (Plumbing.)

COAL STORAGE AND COAL-HANDLING PLANT, NAVAL STATION, OLONGAPO, P. I.

[Specification No. 1436. Act April 27, 1904. Advertisement dated April 26, 1905. Bids opened August 26, 1905. (9020-1.) Contract No. 1213, dated October 21, 1905.]

The Snare & Triest Company, No. 143 Liberty street, New York, N. Y.:	
Item No. 1	\$500,000.00
Item No. 2	500,000.00
Item No. 3	500,000.00
Item No. 4	500,000.00
J. G. White & Co. (Incorporated), 43 Exchange place, New York, N. Y.: ^a Item No. 1	499,500.00

FILLING AND GRADING, NAVAL STATION, KEY WEST, FLA.

[Specification No. 1453. Act July 7, 1898, and March 3, 1905. Advertisement dated July 12, 1905. Bids opened August 26, 1905. (8726-21.) Contract No. 1204, dated September 23, 1905.]

Roderick G. Ross, 204 East Bay street, Jacksonville, Fla.: ^a Item No. 1, per cubic yard	\$409
Southern Dredging Company, Mobile, Ala.: Item No. 1, per cubic yard .....	.95

RAILROAD AND WAGON SCALES, NAVY-YARD, PORTSMOUTH, N. H.

[Specification No. 1457. Act April 27, 1904. Advertisement dated August 3, 1905. Bids opened September 2, 1905. (8998-13.) Contract No. 1209, dated October 11, 1905.]

O'Brien & Hoolihan Contracting Company, Syracuse, N. Y.: Item No. 1	\$3,887.00
Harry D. Priest, Boston, Mass.: Item No. 3	610.00
The Fairbanks Company, Boston, Mass.:	
Item No. 2	900.00
Item No. 3	662.50
Buffalo Forge Company, Buffalo, N. Y.: ^b	
Item No. 2	2,215.00
Item No. 3	1,629.00
Item No. 5	1,150.00
Standard Scale and Supply Company, Pittsburg, Pa.: Item No. 2	835.00

SELF-PROPELLING DERRICK, NAVAL STATION, GUANTANAMO, CUBA.^c

[Specification No. 1458. Acts March 3, 1903, and February 18, 1904. Advertisement dated August 3, 1905. Bids opened September 9, 1905. (8992-33.) Contract No. —.]

Rodermond Brothers, Tomkins Cove, N. Y.:	
Item No. 1	\$13,650.00
Item No. 2	2,000.00
The Snare & Triest Company, 143 Liberty street, New York, N. Y.:	
Item No. 1	20,700.00
Item No. 2	4,000.00
William L. Miller, 19 Milk street, Boston, Mass.:	
Item No. 1	19,690.00
Item No. 2	4,100.00

PIER NO. 2, NAVY-YARD, BOSTON, MASS.^d

[Specification No. 1454. Act March 3, 1905. Advertisement dated August 10, 1905. Bids opened September 9, 1905. (8989-11.) Contract No. —, dated —.]

William H. Ellis, Boston, Mass.:	
Item No. 1	\$47,856.00
Add, conditionally	10,000.00
William J. Lawler, Boston, Mass.:	
Item No. 1	58,608.00
Alternative	d 38,600.00
William L. Miller, Boston, Mass.:	
Item No. 1	39,333.00
Dredging (per cubic yard) .....	.33
Geo. Hayes & Co., 166 Devonshire street, Boston, Mass.: Item No. 1	70,000.00

FIFTEEN-TON AUXILIARY HOIST, NAVY-YARD, NEW YORK, N. Y.

[Specification No. 1455. Act March 3, 1905. Advertisement dated July 25, 1905. Bids opened September 16, 1905. (8987-20.) Contract No. 1208, dated October 5, 1905.]

R. G. Packard Company, 130 Pearl street, New York, N. Y.: ^a Item No. 1	\$15,519.00
Brown Hoisting Machinery Company, St. Clair and Belden streets, Cleveland, Ohio: Item No. 1	18,762.00

DREDGING AND FILLING IN, NAVY-YARD, LEAGUE ISLAND, PA.^e

[Specification No. 1463. Act March 3, 1905. Advertisement dated August 29, 1905. Bids opened September 23, 1905. (9014-6.) Contract —, dated —.]

Cataract Dredging Company, Baltimore, Md.: Item No. 1	\$0.273
Bowers Hydraulic Dredging Company, Camden, N. J.: Item No. 1 .....	.45

^a Accepted.

^b Accepted, items 2 and 5.

^c All bids were rejected.

^d Plus dredging at 32 cents per cubic yard.

SEWERS AND DRAINS, NAVY-YARD, BOSTON, MASS.^a

[Specification No. 1460. Act March 3, 1905. Advertisement dated September 7, 1905. Bids opened September 30, 1905. (8975-4.) Contract No. 1217, dated December 29, 1905.]

T. H. Gill & Co., 88 Broad street, Boston, Mass.: Item No. 1.....	\$5,638.00
John A. Rooney, 95 Milk street, Boston, Mass.: Item No. 1.....	6,814.00
James Doherty, 133 Calumet street, Boston, Mass.: Item No. 1.....	9,267.00
Frank A. Foster & Co., 34 School street, Boston, Mass.: Item No. 1.....	4,184.00
Cefalo & Ferguson, 22 Parkman street, Dorchester, Mass.: Item No. 1.....	5,458.00
C. M. Leach, navy-yard, Boston, Mass.: Item No. 1.....	8,763.00
Peter W. Hill, 141 West Canton street, Boston, Mass.: Item No. 1.....	7,883.95

LATRINE FOR CONSTRUCTION AND REPAIR, BUILDING NO. 27, NAVY-YARD, CHARLESTON, S. C.

[Specification No. 1459. Acts July 1, 1902, and April 27, 1904. Advertisement dated August 31, 1905. Bids opened September 30, 1905. (8938-11.) Contract No. 1210, dated October 13, 1905.]

Penn Bridge Company, Washington, D. C.: ^b	
Item No. 1.....	\$6,584.00
Item No. 2.....	150.00
Item No. 4, add.....	100.00
Item No. 6.....	165.00
Moise De Leon, Atlanta, Ga.:	
Item No. 1.....	6,995.00
Item No. 2.....	150.00
Item No. 4, add.....	75.00
Item No. 5.....	200.00
Item No. 6.....	6,784.00
Clark Construction Company, Chicago, Ill.:	
Item No. 1.....	8,100.00
Item No. 2.....	300.00
Item No. 4, add.....	100.00
Item No. 5.....	200.00
Item No. 6 (a) conditional.....	4,800.00
(b) conditional.....	4,500.00
Grant Wilkins, Atlanta, Ga.:	
Item No. 1.....	6,737.41
Item No. 2.....	214.82
Item No. 4, add.....	115.50
Item No. 5.....	250.80
Item No. 6.....	
Deduct conditionally.....	130.00
Deduct conditionally.....	40.00
Simons-Mayrant Company, Charleston, S. C.:	
Item No. 1.....	6,747.00
Item No. 2.....	140.00
Item No. 4, add.....	70.00
Item No. 5.....	150.00

EXTENSION OF TRACK FOR LOCOMOTIVE CRANE, NAVY-YARD, BOSTON, MASS.

[Specification No. 1461. Act March 3, 1905. Advertisement dated August 24, 1905. Bids opened September 30, 1905. (8965-14.) Contract No. 1207, dated October 9, 1905.]

William L. Miller, Boston, Mass.: Item No. 1.....	\$28,389.00
C. M. Leach, navy-yard, Boston, Mass.: Item No. 1.....	22,500.00
W. H. Ellis, Boston, Mass.: Item No. 1.....	23,790.00
T. H. Gill, Boston, Mass.: Item No. 1.....	24,440.00
Coleman Brothers, Boston, Mass.: Item No. 1.....	24,950.00

FIREPROOF ROOF TO TOOL ROOM, BUILDING NO. 128, NAVY-YARD, NEW YORK, N. Y.

[Specification No. 1462. Act March 3, 1905. Advertisement dated August 26, 1905. Bids opened September 30, 1905. (9025-11.) Contract No. 1211, dated October 12, 1905.]

Brown Hoisting Machinery Company, Cleveland Ohio.: ^c Item No. 3.....	\$2,500.00
---	------------

PIER NO. 2, NAVY-YARD, BOSTON, MASS.

[Specification No. 1454. Act March 3, 1905. Advertisement dated August 10, 1905. Bids opened October 7, 1905. (8989-26.) Contract No. 1212, dated October 12, 1905.]

William L. Miller, 19 Milk street, Boston, Mass.:	
Item No. 1.....	\$36,393.00
Item No. 2.....	.35
William J. Lawler, 16 City Square, Charlestown, Mass.:	
Item No. 1.....	37,000.00
Item No. 2.....	.40
Bernard Rolf, 39 Cortlandt street, New York, N. Y.:	
Item No. 1.....	37,833.00
Item No. 2.....	.35
W. H. Ellis, 17 Milk street, Boston, Mass.: ^d	
Item No. 1.....	36,475.00
Item No. 2.....	.30

^a All bids rejected.

^b Accepted, items Nos. 1, 4, and 5.

^c Accepted.

^d Accepted, items Nos. 1 and 2.

FILLING AND GRADING, NAVAL STATION, NEW ORLEANS, LA.^a

[Specification No. 1465. Act April 27, 1904. Advertisement dated September 18, 1905. Bids opened October 14, 1905. (8483-31.) Contract No. —, dated —.]

Jahneke Navigation and Improvement Company, New Orleans, La.: Item No. 1, per cubic yard \$1.00
 John J. Keegan, 3607 Magazine street, New Orleans, La.: Item No. 1, per cubic yard625

AN ARTESIAN WELL, NAVY-YARD, NEW ORLEANS, LA.

[Specification No. 1466. Act July 1, 1902. Advertisement dated September 18, 1905. Bids opened October 21, 1905. (9037-5.) Contract No. 1215, dated November 14, 1905.]

P. J. Paterno & Co., Commercial Bank Building, New Orleans, La.: Item No. 1 \$2,570.20
 A. B. Blakemore, New Orleans, La.:^b Item No. 1 2,490.00

DREDGING AND FILLING, NAVY-YARD, LEAGUE ISLAND, PA.^c

[Specification No. 1463. Act March 3, 1905. Advertisement dated August 29, 1905. Bids opened October 28, 1905. (9014-18.) Contract No. —, dated —.]

GRADING, NAVY-YARD, PORTSMOUTH, N. H.

[Specification No. 1468. Act March 3, 1905. Advertisement dated October 13, 1905. Bids opened November 11, 1905. (9033-17.) Contract No. 1214, dated November 20, 1905.]

Boston and New York Contracting Company, Boston, Mass.:^d
 Item No. 1 \$14,532.00
 Item No. 2 18,939.00
 American Truck Company, Kittery, Me.:
 Item No. 1 23,198.00
 Item No. 2 30,915.00
 James H. Ferguson, Dorchester, Mass.:
 Item No. 1 18,245.00
 Item No. 2 24,232.00
 Hurvey A. Hanscom, Boston, Mass.:
 Item No. 1 18,900.00
 Item No. 2 24,785.00
 T. H. Gill & Co., Boston, Mass.:
 Item No. 1 17,900.00
 Item No. 2 21,230.00
 O'Brien & Hoolihan Contracting Company, Syracuse, N. Y.:
 Item No. 1 19,915.00
 Item No. 2 26,362.90
 John J. Fitzpatrick, Plattsburg, N. Y.:

UNDERGROUND, LEAD-ENCASED, BRAID-COVERED, ARC AND INCANDESCENT LIGHTING CABLES, NAVY-YARD, LEAGUE ISLAND, PA.^d

[Specification No. 1456. Act April 27, 1904. Advertisement dated October 18, 1905. Bids opened November 18, 1905. (9055-9.) Contract No. —, dated —.]

Standard Underground Cable Company, Pittsburg, Pa.:
 Item No. 1 \$13,164.73
 Item No. 2—
 1,000,000 cm. (per foot)89
 500,000 cm. (per foot)524
 250,000 cm. (per foot)326
 167,800 cm. (per foot)248
 125,000 cm. (per foot)209
 83,690 cm. (per foot)169
 41,740 cm. (per foot)119
 3 conductors245
 26,250 cm. (per foot), 2 conductors167
 John A. Roebling's Sons Company, Trenton, N. J.:
 Item No. 1 12,910.83
 Item No. 2, arc light feeder cables—
 1,000,000 cm. (per M feet) 862.00
 500,000 cm. (per M feet) 497.00
 250,000 cm. (per M feet) 306.00
 167,800 cm. (per M feet) 225.00
 125,000 cm. (per M feet) 184.00
 83,690 cm. (per M feet) 143.00
 Triple conductor cable 263.00
 Twin conductor cables 146.00
 Incandescent light feeder cables—
 1,000,000 cm. (per M feet) 862.00
 500,000 cm. (per M feet) 497.00
 250,000 cm. (per M feet) 306.00
 125,000 cm. (per M feet) 184.00
 83,690 cm. (per M feet) 143.00
 41,740 cm. (per M feet) 99.00
 Cable racks and hangers 300.00

^a All bids rejected.
^b Accepted.

^c No bids received.
^d Accepted, item No. 2.

**HEATING BUILDING NO. 18, MACHINE, BOILER, AND BLACKSMITH SHOPS FOR STEAM ENGINEERING,
NAVY-YARD, LEAGUE ISLAND, PA.**

[Specification No. 1470. Act March 3, 1903. Advertisement dated October 16, 1905. Bids opened
November 18, 1905. (9040-15.) Contract No. 1216, dated December 16, 1905.]

B. F. Sturtevant Company, Philadelphia, Pa.:	
Item No. 5	\$13,320.00
If engines substituted for motors	11,405.00
General Fire Extinguisher Company, Providence, R. I.:	
Item No. 1	9,143.00
Item No. 2	9,845.00
The E. & Q. H. Prentice Company, New York, N. Y.: Item No. 1	13,156.00
Philadelphia Steam Heating Company, Philadelphia, Pa.: Item No. 4, conditional	16,968.00
American Paving and Construction Company, Philadelphia, Pa.:	
Item No. 1	8,620.00
Item No. 3	9,800.00
Item No. 4	9,700.00
Harvey A. Miller, Wilmington, Del.: Item No. 1	6,968.00
The Specialty Construction Company, Washington, D. C.: Item No. 1	9,935.00
The Camden Heating Company, Camden, N. J.: Item No. 3	4,611.00
S. Faith & Co., Philadelphia, Pa.:	
Item No. 1	6,405.00
Item No. 2	10,400.00
Item No. 3	7,725.00
Item No. 4	6,806.00
Item No. 5	7,600.00

CONCRETE DRAINAGE CANALS, CURBING, AND SIDEWALKS, NAVAL STATION, NEW ORLEANS, LA.^b

[Specification No. 1469. Act April 27, 1904. Advertisement dated October 13, 1905. Bids opened
November 25, 1905. (9011-12.)]

Wm. H. Douglas, New Orleans, La.:	
Item No. 1	\$24,960.00
Item No. 3	9.00

QUAY WALL, NAVAL STATION, KEY WEST, FLA.^c

[Specification No. 1464. Act March 3, 1903. Advertisement dated October 11, 1905. Bids opened
December 2, 1905. (8204-33.)]

Globe Construction Company, 511 Old South Building, Boston, Mass.:	
Item No. 1	\$225,000.00
Item No. 2	217.00
Item No. 3	40.00
The Snare & Triest Company, 143 Liberty street, New York, N. Y.:	
Item No. 13, conditional	166,000.00
(a)	200.00
(b)	175,000.00
(c)	210.00
(d)	170,000.00
(e)	200.00
(f)	15.00

QUAY WALL, NAVAL STATION, GUANTANAMO, CUBA.^b

[Specification No. 1467. Act April 27, 1904. Advertisement dated October 12, 1905. Bids opened
December 5, 1905. (8991-11.)]

Globe Construction Company, 54 Old South Building, Boston, Mass.:	
Item No. 1	\$171,329.00
Item No. 2	365.00
Item No. 3	301.00

**FREIGHT ELEVATOR IN STOREHOUSE FOR TORPEDO-BOAT OUTFITS, BUILDING NO. 81, NAVY-YARD,
NORFOLK, VA.**

[Specification No. 1471. Act April 27, 1904. Advertisement dated November 4, 1905. Bids opened
December 9, 1905. (9095-13.) Contract No. 1221, dated February 14, 1906.]

Albro-Clem Elevator Company, Seventh street and Glenwood avenue, Philadelphia, Pa.:	
Item No. 1	\$3,975.00
Brodeser Elevator Manufacturing Company, Milwaukee, Wis.: Item No. 1	2,458.00
Otis Elevator Company, 17 Battery Place, New York, N. Y.: Item No. 1	4,150.00
Baltimore Machine and Elevator Works, Bush and Wicomico streets, Baltimore, Md.: Item No. 1	3,535.00

DREDGING AND FILLING IN, NAVY-YARD, LEAGUE ISLAND, PA.

[Specification No. 1473. Act March 3, 1905. Advertisement dated November 28, 1905. Bids opened
December 16, 1905. (9014-24.) Contract No. 1218, dated January 9, 1906.]

Charles Vivian & Co., Islip, L. I.: Item No. 1 (per cubic yard)	\$0.2485
Henry Steers, New York, N. Y.: Item No. 1 (per cubic yard) .....	.224
Bowers Hydraulic Dredging Company, Camden, N. J.: Item No. 1 (per cubic yard) .....	.445

^a Accepted.

^b Bid was rejected.

^c Bids were rejected.

SEWERS AND DRAINS, NAVY-YARD, BOSTON, MASS.

[Specification No. 1460. Act March 3, 1905. Advertisement dated November 16, 1905. Bids opened December 16, 1905. (8975-23). Contract No. 1217, dated December 29, 1905.]

James Doherty, Roxbury, Mass.: Item No. 1.....	\$8,300.00
C. M. Lench, Boston, Mass.: ^a Item No. 1.....	6,983.00
Charles G. Craib, Winthrop, Mass.: Item No. 1.....	7,500.00

CAISSON FOR DRY DOCK NO. 1, NAVY-YARD, CHARLESTON, S. C.^b

[Specification No. 1474. Act March 3, 1905. Advertisement dated December 7, 1906. Bids opened January 6, 1906. (8958-17). Contract No. —, dated.]

BOILER AND BLACKSMITH SHOP FOR STEAM ENGINEERING, BUILDING NO. 109, NAVY-YARD, PUGET SOUND, WASH.

[Specification No. 1472. Acts July 1, 1902, and March 3, 1903. Advertisement dated November 25 1905. Bids opened January 20, 1906. (8361-24). Contract No. 1224, dated April 14, 1906.]

Hastie & Dugan, 517 Washington Building, Seattle, Wash.:

Item No. 1.....	\$127,431.00
Item No. 2, deduct.....	7,200.00
Item No. 3.....	1,500.00
Item No. 4.....	10,000.00
Item No. 5.....	6,000.00
Item No. 11.....	250.00

Hans Pederson, 1224 Alaska Building, Seattle, Wash.:

Item No. 1.....	106,702.00
Item No. 2.....	10,500.00
Item No. 3.....	2,005.00
Item No. 4.....	8,400.00
Item No. 5.....	4,697.00
Item No. 6.....	6,702.00
Item No. 7.....	512.00
Item No. 8.....	100.00
Item No. 9.....	600.00
Item No. 10.....	240.00

Cotton Brothers & Co., Bacon Building, Oakland, Cal.:

Item No. 1.....	113,536.00
Item No. 2.....	8,320.00
Item No. 11.....	250.00

T. Ryan, 28 Sullivan Block, Seattle, Wash.:

Item No. 1.....	102,000.00
Item No. 2.....	4,000.00
Item No. 3.....	1,500.00
Item No. 4.....	8,500.00
Item No. 5.....	3,000.00
Item No. 6.....	6,000.00
Item No. 7.....	400.00
Item No. 8.....	400.00
Item No. 9.....	500.00
Item No. 10.....	300.00
Item No. 11.....	300.00
Item No. 12.....	500.00

Congress Construction Company, 140 Dearborn street, Chicago, Ill.:

Item No. 1.....	99,876.00
Item No. 2.....	7,000.00
Item No. 3.....	700.00
Item No. 4, deduct.....	8,600.00
Item No. 5.....	4,800.00
Item No. 6—	
Bays 2, 5, and 12.....	5,700.00
Bays 4 and 9.....	5,000.00
Item No. 7 (floors only).....	725.00
Item No. 8.....	28.00
Item No. 9 deduct.....	600.00
Item No. 10.....	240.00
Item No. 11.....	200.00

Mcgrath & Duhamel, 1308 Third avenue, Seattle, Wash.:

Item No. 1.....	125,210.00
Item No. 2.....	10,660.00
Item No. 3.....	1,920.00
Item No. 4.....	11,950.00
Item No. 5.....	5,000.00
Item No. 6—	
Bays 2, 4, 5, and 13.....	6,250.00
Bay 9.....	5,500.00

DREDGING, NAVAL STATION, GUANTANAMO, CUBA.

[Specification No. 1475. Act April 27, 1904. Advertisement dated December 14, 1905. Bids opened January 20, 1906. (9043-13.) Contract No. 1219, dated February 10, 1906.]

Michael J. Dady, 350 Fulton street, Brooklyn, N. Y.:

Item No. 1 (per cubic yard).....	\$1.50
Item No. 2 (per cubic yard).....	6.90
Item No. 3 (per cubic yard).....	.97

^a Accepted.

^b No bids received.

^c Accepted, items 1, 4, 5, and 11.

John H. Miller, Key West, Fla.:^a	
Item No. 1 (per cubic yard).....	\$0.59
Item No. 2 (per cubic yard).....	.59
Item No. 3 (per cubic yard).....	.59
Fred. S. & A. D. Gore, Old South Building, Boston, Mass.:	
Item No. 1—	
Conditional.....	1.00
Cost plus 15 per cent for rock, add 50 cents conditionally .....	.40

FIRE-ALARM SYSTEM, NAVY-YARD, NORFOLK, VA.

[Specification No. 1477. Act March 3, 1905. Advertisement dated January 8, 1906. Bids opened February 10, 1906. (9199-10). Contract No. 1223, dated March 5, 1906.]

The Gamewell Fire Alarm Telegraph Company, New York, N. Y.:^b	
Item No. 1.....	\$7,996.00
Item No. 2. Two months.....	
George M. Stevens Company, Boston, Mass.:	
Item No. 1.....	3,750.00
Item No. 2. Four months.....	

PIER FOR U. S. S. TOPEKA, NAVY-YARD, PORTSMOUTH, N. H.

[Specification No. 1476. Act March 3, 1905. Advertisement dated January 11, 1906. Bids opened February 10, 1906. (9028-20.) Contract No. 1222, dated February 21, 1906.]

Lawler Brothers, Boston, Mass.: Item No. 1.....	\$17,000.00
George H. Cavanagh, Boston, Mass.: Item No. 1.....	16,500.00
William L. Miller, Boston, Mass.: Item No. 1.....	17,334.00
Bernard Rolf, New York, N. Y.:^c Item No. 1.....	16,333.00
O'Brien & Hoolihan Contracting Company, Syracuse, N. Y.: Item No. 1.....	22,950.00

CAISSON FOR DRY DOCK NO. 1, CHARLESTON, S. C.^c

[Specification No. 1474. Act March 3, 1905. Advertisement dated December 7, 1905. Bids opened February 10, 1906. (8958-31.) Contract No. —, dated —.]

Newport News Shipbuilding and Dry Dock Company, Newport News, Va.:	
Item No. 1.....	\$89,500.00
Item No. 2.....	85,500.00
The William Cramp & Sons Ship and Engine Building Company, Philadelphia, Pa.:	
Item No. 1.....	105,750.00
Item No. 2.....	105,750.00

BLASTING IN FRONT OF QUAY WALL, NAVY-YARD, PORTSMOUTH, N. H.^c

[Specification No. 1479. Act March 3, 1903. Advertisement dated February 1, 1906. Bids opened March 3, 1906. (9116-9.) Contract No. —, dated —.]

Johnston & Virden, Lewes, Del.:	
Item No. 2 (per cubic yard).....	\$10.65
Item No. 3 (per cubic yard).....	1.25
John J. Fitzpatrick, Plattsburg, N. Y.:	
Item No. 2.....	9.49
Item No. 3.....	.75
R. G. Packard Company, New York, N. Y.: Item No. 4.....	129,400.00
John H. Gerrish, Boston, Mass.:	
Item No. 1.....	164,835.00
Item No. 2.....	10.50
Item No. 3.....	.90
Item No. 4.....	154,030.00

PUMP HOUSE AND PUMPING MACHINERY FOR DRY DOCK NO. 1, NAVY-YARD, CHARLESTON, S. C.

[Specification No. 1480. Act March 3, 1905. Advertisement dated February 6, 1906. Bids opened March 17, 1906. (9236-33.) Contract No. 1236, dated May 23, 1906.]

The Scofield Company, Philadelphia, Pa.: Item No. 1 (complete 6 months after founda-	
tions).....	\$108,937.00
Allis-Chalmers Company, Milwaukee, Wis.: Item No. 3 (complete 12 months).....	130,000.00
Camden Iron Works, Camden, N. J.:^d	
Item No. 3.....	63,900.00
Item No. 4.....	61,500.00

EXTENSION OF QUAY WALL EAST OF DRY DOCK, NAVY-YARD, PUGET SOUND, WASHINGTON.

[Specification No. 1478. Act March 3, 1905. Advertisement dated February 5, 1906. Bids opened March 31, 1906. (8997-8.) Contract No. 1226, dated April 14, 1906.]

International Contract Company, Seattle Wash.:	
Item No. 1.....	\$45,336.00
Item No. 3.....	39,149.00
Puget Sound Bridge and Dredging Company, Seattle, Wash.:	
Item No. 1.....	44,873.00
Item No. 2.....	44,873.00

^a Accepted, items 1, 2, and 3.
^b Accepted.

^c Bids were rejected.
^d Accepted, item No. 4.

Cotton Brothers & Co., Oakland, Cal.: Item No. 1	\$43,994.00
T. Ryan, Seattle, Wash.: ^a	
Item No. 1	29,000.00
Item No. 2	28,400.00

TWO TURBO-ALTERNATORS AND ACCESSORIES, NAVY-YARD, NEW YORK, N. Y.

[Specification No. 1481. Act April 27, 1904. Advertisement dated February 17, 1906. Bids opened March 24, 1906. (8559-17.) Contract No. 1230, dated April 20, 1906.]

Westinghouse Machine Company, New York, N. Y.: ^a	
Item No. 3	\$39,532.00
Item No. 4	40,732.00
General Electric Company, Schenectady, N. Y.:	
Item No. 1	45,678.00
Item No. 2	45,696.00
The Allis-Chalmers Company, Milwaukee, Wis.:	
Item No. 3	33,500.00
Item No. 4	34,300.00
(One copy) Add, for exciter set	1,600.00
(One copy) Add, for exciter set	16,000.00
8½ months.	

WHARF NO. 7, NAVY-YARD, PUGET SOUND, WASH.

[Specification No. 1486. Act March 3, 1905. Advertisement dated February 19, 1906. Bids opened March 31, 1906. (9126-9.) Contract No. 1225, dated April 13, 1906.]

Puget Sound Bridge and Dredging Company, Seattle, Wash.: ^a Item No. 1	\$34,873.00
Cotton Brothers & Co., Oakland, Cal.:	
Item No. 1	42,783.00
Deduct, conditionally	2,500.00
International Contract Company, Seattle, Wash.: Item No. 1	36,814.90

MACHINERY FOR POWER PLANT, NAVY-YARD, NEW YORK, N. Y.

[Specification No. 1483. Act April 27, 1904. Advertisement dated February 17, 1906. Bids opened March 31, 1906. (9006-103.) Contract No. 1227, dated April 25, 1906.]

Thomas & Smith, Chicago, Ill.:	
Item No. 1	\$132,907.00
Item No. 2	135,002.00
Item No. 3	131,105.00
Item No. 4	133,207.00
Item No. 5, deduct	8,000.00
Item No. 5	7,300.00
Item No. 5	1,000.00
Item No. 5	5,500.00
Item No. 5	5,000.00
The Scofield Company, Philadelphia, Pa.:	
Item No. 1	158,957.00
Item No. 2	161,308.00
Item No. 3	158,593.00
Item No. 4	160,941.00
Blake & Williams, New York, N. Y.:	
Item No. 1	145,000.00
Item No. 2	147,500.00
Item No. 3	143,000.00
Item No. 4	145,500.00
Item No. 5	141,000.00
Item No. 5	138,400.00
Item No. 5	142,000.00
A. D. Granger Company, New York, N. Y.:	
Item No. 2	128,740.00
Item No. 5, deduct, conditionally	800.00
Item No. 5, deduct, conditionally	1,100.00
Item No. 5, deduct, conditionally	500.00
Evans, Admiral & Co., New York, N. Y.:	
Item No. 1	127,295.00
Item No. 2	129,307.00
Item No. 3	126,073.00
Item No. 4	128,126.00
Item No. 5	121,250.00
Item No. 5	120,000.00
Item No. 5 ^a	116,295.00
Item No. 5	115,000.00
M. W. Kellogg Company, New York, N. Y.:	
Item No. 1	137,425.00
Item No. 2	139,707.00
Item No. 3	135,643.00
Item No. 4	137,920.00
Item No. 5	125,852.00
Item No. 5	124,828.00

^a Accepted.

E. Rutzler Company, New York, N. Y.:

Item No. 1	\$133,355.00
Item No. 2	135,330.00
Item No. 3	131,733.00
Item No. 4	133,806.00
Item No. 5	119,861.00
Item No. 5	118,041.00
Item No. 5, add.	5,000.00

POWER HOUSE AND CHIMNEY, NAVAL STATION, NEW ORLEANS, LA.

[Specification No. 1482. Acts July 1, 1904, and April 27, 1904. Advertisement dated February 24, 1906. Bids opened March 31, 1906. (9031-32.) Contract No. 1228, dated April 27, 1906.]

Alphonse Custodis Chimney Construction Company, New York, N. Y.:

Item No. 9	\$8,162.00
Deduct conditionally	372.00

H. R. Heinicke (Incorporated), Philadelphia, Pa.: Item No. 10. 5,675.00

Weber Steel-Concrete Chimney Company, Chicago, Ill.: Item No. 10. 5,800.00

Penn Bridge Company, Washington, D. C.:^a

Item No. 1	44,840.00
Item No. 2	4,600.00
Item No. 3	60.00
Item No. 4	1,900.00
Item No. 11	8,200.00
Item No. 13	500.00
Item No. 14	500.00

Seven months.

Niles-Bemet-Pond Company, New York, N. Y.:

Item—	
For crane	3,500.00
For erection of runway and rails	1,075.00

A 100-TON RAILROAD TRACK SCALE, NAVY-YARD, PORTSMOUTH, N. H.

[Specification No. 1487. Act April 27, 1904. Advertisement dated March 2, 1906. Bids opened April 7, 1906. (9266-11.) Contract No. 1229, dated April 27, 1906.]

Harry D. Priest (Priest, Page & Co.), 145 Franklin street, Boston, Mass.:^b

Item No. 1	\$845.00
Item No. 4	770.00
Tenny, Morse & Co., 143 Pearl street, Boston, Mass.: Item No. 1, conditional	947.00
The Fairbanks Company, 416 Broome street, New York, N. Y.: Item No. 5	995.00
Frederick F. Meyer, jr., 385 Elizabeth avenue, Newark, N. J.:	
Item No. 5	1,038.45
Item No. 5	1,160.25
Item No. 5	1,147.65

Deduct \$40 and \$75, conditionally.

The Standard Scale Company, 243 Water street, Pittsburg, Pa.:

Item No. 2	1,055.00
Item No. 4, deduct	75.00
Item No. 5	1,005.00

UNDERGROUND ELECTRIC LIGHTING CABLES, NAVY-YARD, LEAGUE ISLAND, PA.

[Specification No. 1488. Act April 27, 1904. Advertisement dated March 9, 1906. Bids opened April 7, 1906. (9055-24.) Contract No. 1232, dated May 21, 1906.]

John A. Roehling's Sons Company, 612 South Broad street, Trenton, N. J.:^b

Item No. 1	\$8,186.44
Item No. 2—	
600,000 cm.	715.00
500,000 cm.	614.00
300,000 cm.	433.00
250,000 cm.	385.00
200,000 cm.	324.00
167,805 cm.	284.00
150,000 cm.	284.00
133,079 cm.	238.00
105,592 cm.	206.00
83,694 cm.	181.00
66,373 cm.	150.00
52,634 cm.	136.00
41,742 cm.	127.00
33,102 cm.	119.00
26,250 cm.	111.00
41,742 cm., 2 conductors	} 320.00
26,250 cm., 1 conductor	
26,250 cm., 2 conductors	
Uprights and brackets	500.00

^a Accepted, items 1, 2, 11, 13, and 14.

^b Accepted, item No. 1.

The National Conduit and Cable Company, Real Estate Trust Building, Philadelphia, Pa.:

Item No. 2—

600,000 cm.	\$0.76
500,000 cm.	.64
300,000 cm.	.47
250,000 cm.	.41
200,000 cm.	.35
167,805 cm.	.30
150,000 cm.	.30
133,079 cm.	.27
105,592 cm.	.22
83,694 cm.	.19
66,373 cm.	.17
52,634 cm.	.15
41,742 cm.	.14
33,102 cm.	.129
26,250 cm.	.12
41,742 cm., 2 conductors.	}
26,250 cm., 1 conductor	
22,250 cm., 2 conductors.	
Uprights and brackets.	710.00

Standard Underground Cable Company, 618 Westinghouse Building, Philadelphia, Pa.:

Item No. 1

8,621.43

Item No. 2—

600,000 cm.	.815
500,000 cm.	.688
300,000 cm.	.481
250,000 cm.	.435
200,000 cm.	.363
167,805 cm.	.315
150,000 cm.	.321
133,079 cm.	.261
105,592 cm.	.231
83,694 cm.	.201
66,373 cm.	.171
52,634 cm.	.152
41,742 cm.	.141
33,102 cm.	.133
26,250 cm.	.125
41,742 cm., 2 conductors.	}
26,250 cm., 1 conductor	
26,250 cm., 2 conductors.	

A PILE AND TIMBER WHARF, NAVY-YARD, CHARLESTON, S. C.

[Specification No. 1484. Act July 2, 1902. Advertisement dated March 13, 1906. Bids opened April 14, 1906. (8446-26.) Contract No. —, dated —.]

E. Hart, Norfolk, Va.: a Item No. 1.	\$2,789.50
Simons-Mayrant Company, Charleston, S. C.: Item No. 1	3,945.00
Bernard Rolf, New York, N. Y.: Item No. 1	3,833.00

STOREHOUSE AND STOREKEEPER'S OFFICE, BUILDING NO. 7, NAVY-YARD, CHARLESTON, S. C.

[Specification No. 1485. Acts July 1, 1902, and April 27, 1904. Advertisement dated March 15, 1906. Bids opened April 28, 1906. (8496-35.) Contract No. 1231, dated May 11, 1906.]

Penn Bridge Company, Washington, D. C.:

Items Nos. 1 and 13.	\$116,860.00
Item No. 2	1,080.00
Item No. 3	4,800.00
Item No. 4	450.00
Item No. 5	1,025.00
Item No. 6	1,300.00
Item No. 7	10,000.00
Item No. 8	2,000.00
Item No. 9	5,500.00
Item No. 10	200.00
Item No. 12	150.00

George Baker Long, Lexington, Ky.:

Item No. 1	120,163.00
Item No. 2	828.00
Item No. 3	3,943.00
Item No. 4	1,178.00
Item No. 5	3,000.00
Item No. 6	450.00
Item No. 8	300.00
Item No. 9	6,000.00
Item No. 10	1,990.00

Simons-Mayrant Company, Charleston, S. C.: b

Item No. 1	110,800.00
Item No. 2	616.00
Item No. 3	4,686.00
Item No. 4	671.00
Item No. 5	1,850.00

a Accepted.

b Accepted, Items 1, 2, 3, 5, 7, and 11.

Simons-Mayrant Company, Charleston, S. C.—Continued.

Item No. 6	\$1,900.00
Item No. 7	6,879.00
Item No. 8	330.00
Item No. 9	4,000.00
Item No. 10	2,100.00
Item No. 11	225.00
Item No. 12, additional	230.00
Item No. 13, no deduction.	
Casmento Roofing Company, New York, N. Y.: For roof only	1,200.00

BOILER SHOP FOR STEAM ENGINEERING, BUILDING NO. 76, NAVY-YARD, PORTSMOUTH, N. H.

[Specification No. 1489. Act March 3, 1905. Advertisement dated March 26, 1906. Bids opened April 28, 1906. (9239-36.) Contract No. 1235, dated May 17, 1906.]

The Alliance Machine Company, Alliance, Ohio: Item No. 3	\$20,000.00
Niles-Bement-Pond Company, New York, N. Y.: Item No. 3	17,000.00
Mead, Mason & Co., Boston, Mass.:	
Item No. 1	167,787.00
Item No. 2	20,919.00
Item No. 3	21,912.00
Item No. 4	3,174.00
Item No. 5	3,272.00
Item No. 6	12,073.00
Item No. 7	3,382.00
Item No. 8	39,548.00
C. M. Leach, Boston, Mass.:	
Item No. 8	137,883.00
Deduct conditionally	400.00
Item No. 10	135,883.00
16 months.	
Woodbury & Leighton Company, Boston, Mass.:	
Item No. 1	168,000.00
Item No. 2	17,000.00
Item No. 3	17,500.00
Item No. 4	3,700.00
Item No. 5	4,000.00
Item No. 6	8,400.00
Item No. 7	5,900.00
Item No. 8	133,000.00
Ambrose B. Stannard, New York, N. Y.: Item No. 8	127,000.00
Whiton & Haynes Company, Boston, Mass.:	
Item No. 1	162,000.00
Item No. 2	18,000.00
Item No. 3	17,000.00
Item No. 4	3,200.00
Item No. 5	2,975.00
Item No. 6	9,600.00
Item No. 7	4,125.00
Item No. 8	34,925.00
Item No. 9, no deductions.	
Item No. 10, no deductions.	
The Snare & Priest Company, New York, N. Y.:	
Item No. 1	179,900.00
Item No. 2	19,000.00
Item No. 4	4,000.00
Item No. 6	6,000.00
Item No. 7	7,000.00
Item No. 8	143,900.00
Item No. 9	500.00
Item No. 10	137,800.00
Marine Engine and Machine Company, New York, N. Y.: Item No. 5	3,000.00
Otis Elevator Company, New York, N. Y.: Item No. 5	2,975.00
O'Brien & Hoolihan Contracting Company, Syracuse, N. Y.:	
Item No. 1	164,043.00
Item No. 2	17,000.00
Item No. 3	17,000.00
Item No. 4	2,800.00
Item No. 5	2,800.00
Item No. 6	7,200.00
Item No. 7	4,893.00
Item No. 8	132,150.00
Item No. 9	500.00

FILLING AND GRADING, NAVY-YARD, CHARLESTON, S. C.

[Specification No. 1490. Act March 3, 1905. Advertisement dated April 2, 1906. Bids opened April 28, 1906. (9026-17.) Contract No. 1234, dated May 23, 1906.]

Simons-Mayrant Company, Charleston, S. C.: Item No. 1 (per cubic yard)	\$0.48
J. O'H. Witsell, Charleston, S. C.: ^b Item No. 1 (per cubic yard), 4 months' time .....	.45

HOUSE FOR CONTAGIOUS DISEASES, NORFOLK, VA.

[Specification No. 1491. Act March 3, 1905. Advertisement dated May 2, 1906. Bids opened May 26, 1906. (9280-2.) Bid rejected.]

E. Hart, Norfolk, Va.: Item No. 1	\$3,500.00
---	------------

^aAccepted, items Nos. 1, 2, and 6.

^bAccepted.

STOREHOUSE AND ISSUING ROOM FOR CLOTHING AT ST. HELENA, NORFOLK, VA.

[Specification No. 1492. Act March 3, 1905. Advertisement dated May 2, 1906. (9248-4.) Bids opened May 26, 1906. Bid rejected.]

E. Hart, Norfolk, Va.: Item No. 1..... \$4,500.00

TWO DIRECT-CONNECTED, 8-INCH, MOTOR-DRIVEN CENTRIFUGAL PUMPS, PORTSMOUTH, N. H.

[Specification No. 1494. Acts July 1, 1902, and April 27, 1904. Advertisement dated April 25, 1906. Bids opened May 26, 1906. (9307-21.) Contract No. 1238, dated July 24, 1906.]

Camden Iron Works, Camden, N. J.:

Item No. 1	\$2,580.00
Item No. 2	^a 2,175.00
Henry R. Worthington, New York, N. Y.: Item No. 1	2,750.00
R. G. Packard Company, New York, N. Y.: Item No. 1	3,424.00
J. Edward Ogden Company, New York, N. Y.: Item No. 1 (f. o. b. Portsmouth, N. H.)	2,116.20
Ellicott Machine Company, Baltimore, Md.: Item No. 1	2,967.00
The Platt Iron Works Company, Dayton, Ohio: Item No. 1	2,250.00
D'Olier Engineering Company, Philadelphia, Pa.:	
Item No. 1	3,455.00
Item No. 2	3,096.00

TWO MOTOR GENERATOR SETS AND APPURTENANCES, NEW YORK, N. Y.

[Specification No. 1495. Act April 27, 1904. Advertisement dated May 1, 1906. Bids opened June 2, 1906. (9281-17.) Contract No. 1237, dated July 25, 1906.]

Crocker-Wheeler Company, Ampere, N. J.: Item No. 2, six months.....	\$10,080.00
Westinghouse Electric and Manufacturing Company, 1509 Continental Trust Building, Baltimore, Md.: Item No. 1.....	^a 10,674.00
General Electric Company, Schenectady, N. Y.:	
Item No. 1	11,994.00
Item No. 2	9,994.00

EXTENSION OF PIERS NOS. 2 AND 3, LEAGUE ISLAND, PA.

[Specification No. 1493. Act March 3, 1905. Advertisement dated May 25, 1906. Bids opened June 30, 1906. (9285-7.) Contract No. 1241, dated July 24, 1906.]

American Paving and Construction Company, 211 South Ninth street, Philadelphia, Pa.:

Item No. 1	\$51,400.00
Item No. 2	9,000.00
Item No. 3	35,000.00
Item No. 4	5,000.00
Item No. 5	40,000.00
Item No. 6	10,000.00
Item No. 7	23,000.00
Item No. 8	8,000.00
The Snare & Triest Company, 143 Liberty street, New York, N. Y.:	
Item No. 1	50,900.00
Item No. 2	7,000.00
Item No. 3	^a 31,900.00
Item No. 4	^a 8,500.00
Item No. 5	40,800.00
Item No. 6	6,500.00
Item No. 7	21,400.00
Item No. 8	8,500.00

^a Accepted.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal
 BOSTON, MASS.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Land and permanent improve- ments.</i>				
		Land				
		Yard walls and fences.....				
		Quay walls.....				
		Wharves and piers.....				
		Roads.....				
		Sidewalks.....				
		Terrace, or retaining walls, etc.....				
		Railway tracks.....				
		Crane tracks.....				
		Bridges.....				
		Drainage and sewage system.....				
		Water system.....				
		Fire-protection system and apparatus.....				
		Electric-light system.....				
		Power system.....				
		Heating system.....				
		Telephone system.....				
		Underground conduit.....				
		Total value.....				
		<i>Dry docks and accessories, ma- rine railways, building slips.</i>				
1	Y. and D.....	Pier No. 1.....	Concrete	Pile		
a 2	do.....	Pier No. 2.....	Wood	do		
5	do.....	Pier No. 3.....	do	do		
6	do.....	Pier No. 6.....	do	do		
7	do.....	Pier No. 7.....	do	do		
8	do.....	Pier No. 8.....	do	do		
9	do.....	Pier No. 9.....	do	do		
	do.....	Approach to dry dock No. 2 (west).....	do	do		
	do.....	Approach to dry dock No. 2 (east).....	do	do		
1	do.....	Dry dock No. 1.....	Stone	Stone		
2	do.....	Dry dock No. 2.....	do	Concrete		
3	do.....	Caisson for dry dock No. 1.....	Steel			
	do.....	Culvert between dry docks Nos. 1 and 2.....	Concrete			
		Total.....				
		<i>Officers' quarters.</i>				
A	Quarters.....	Mail messenger.....	Brick	Granite	2	Slate on wood.
B	do.....	Equipment officer.....	do	Brick	2	do
C	do.....	Naval constructor.....	do	Granite	2	do
D	do.....	Assistant equipment officer.....	do	do	2	do
E	do.....	Steam engineer officer.....	do	do	2	do
F	do.....	General storekeeper.....	do	do	2	do
G	do.....	Commandant.....	do	do	3	do
H	U. S. M. C.....	Commanding officer marines.....	do	do	4	do
I	do.....	Marines.....	do	do	4	do
K	do.....	Officers of marines.....	do	do	4	do
L	Quarters.....	Captain of yard.....	do	do	{ 3 2	do
M	do.....	Civil engineer.....	do	do	2	do

a Under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year.

BOSTON, MASS.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$5,300,000.00	
							84,000.00	
							325,000.00	
							1,459,000.00	
							225,000.00	
							6,000.00	
							6,000.00	
							87,000.00	
							70,000.00	
							800.00	
							70,000.00	
							53,000.00	
							110,000.00	
							92,000.00	
							130,000.00	
							57,000.00	
							5,000.00	
							60,000.00	
							8,139,800.00	
400 0	158 9		63,500		1903.....	\$169,596.00	164,000.00	Fair.
372 0								
500 0	60 0		32,388					
534 0								
396 0	75 0		28,800		1905.....	23,433.00	23,433.00	
450 9								
426 1	75 6 1/2		33,083		1900.....	24,800.00	24,800.00	Good.
463 9 1/2								
470 8	78 1		34,522		1900.....	26,303.00	26,303.00	Do.
481 5								
476 1	76 3		36,535		1900.....	12,936.00	12,936.00	Do.
492 0	116 0							
534 0	25 0		23,551					Do.
256 2	60 0		14,280		1905.....			
219 8						51,173.00	51,173.00	
345 9	60 0		21,774		1905.....			
390 1								
399 5	86 2		33,884		1833.....		1,000,000.00	
788 0	114 0		81,805		1906.....		1,135,000.00	Do.
63 2	10 0		400		1904.....	42,497.35	42,497.35	Do.
353 0	5 2							
	68 0				1906.....	40,000.00	40,000.00	Do.
							2,520,142.35	
42 0	21 0	20 0	882	25,847	1829.....	Unknown	2,400.00	Fair.
16 0	16 0	20 0	256		1879.....			
32 0	24 0	26 0	768	36,232	1840.....	do	4,800.00	Do.
17 0	24 0	28 0	408		1876.....	do		
32 0	25 0	26 0	800	41,600	1840.....	do	4,800.00	Do.
25 0	24 0	28 0	600		1872.....	do		
32 0	25 0	26 0	800	41,600	1840.....	do	4,800.00	Do.
25 0	24 0	28 0	600		1872.....	do		
32 0	25 0	26 0	800	36,896	1840.....	do	4,800.00	Do.
24 0	18 0	28 0	432		1878.....	do		
32 0	25 0	26 0	800	36,896	1840.....	do	4,800.00	Do.
24 0	18 0	28 0	432		1878.....	do		
60 0	39 0	40 0	2,340	107,980	1823.....	do	21,000.00	Do.
64 2	20 0	44 0	1,284	62,200	1823.....	do	9,800.00	Do.
140 3	25 0	44 0	8,507	175,350	1823.....	do	29,000.00	Do.
62 0	20 0	44 0	1,240	54,560	1823.....	do	12,500.00	Do.
39 0	28 5	36 0	1,111					
31 0	20 0	25 0	620	58,338	1890.....	do	8,200.00	Do.
39 0	28 5	36 0	1,111					
31 0	20 0	25 0	620	58,338	1890.....	do	7,800.00	Do.

b Diameter.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

BOSTON, MASS.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Officers' quarters—Continued.</i>						
N	Quarters.....	Ordnance officer.....	Brick.....	Granite....	2	Slate on wood.
O	do.....	Surgeon.....	do.....	do.....	2	do.....
Total.....						
<i>Workshops, storehouses, offices, and miscellaneous structures.</i>						
1	Y. and D.....	Mason's shed and storage.....	Brick.....	Granite....	1	Slate on wood.
4	C. and H.....	Storehouse.....	do.....	Rubble....	2	Tin on wood..
5	{S. and A., M. and S., Y. and D.	{Pay office, labor board, den- tal office, lyceum, watch- men.	{do.....	{do.....	{3	{Slate on wood.
10	C. and R.....	Paint shop.....	do.....	Concrete..	2	do.....
16	do.....	Foundry.....	Wood.....	Posts.....	1	{Corrugated iron.}
19	Y. and D.....	Scale house.....	do.....	{Granite posts.	2	Tin on wood..
20	do.....	Commandant's barn.....	do.....	Granite....	1	Shingled.....
21	do.....	Commandant's watchhouse.....	Stone.....	do.....	1	Slate on wood.
22	C. and R.....	{Machine shop and pump- house dry dock No. 1.	{do.....	{do.....	{3	{do.....
23	do.....	Lunch room.....	Brick.....	Piles.....	1	Slate on wood.
24	do.....	Offices, carpenters'.....	Stone.....	do.....	2	do.....
28	Y. and D.....	Old electric-light plant.....	Brick.....	do.....	2	do.....
30	U. S. M. C.....	Officer of day.....	Wood.....	Granite....	1	Shingled.....
31	Y. and D., S. and A.	Captain yard, board inspec- tion, telephone exchange.	Brick.....	Piles.....	3	Slate on wood.
32	Commandant.....	Commandant's office.....	do.....	do.....	1	do.....
33	E., S. and A.....	Storehouse and equipment sail loft.	Stone.....	do.....	3	do.....
34	S. and A.....	Storehouse.....	do.....	do.....	3	do.....
36	C. and R.....	Joiner shop.....	do.....	do.....	3	do.....
38	S. and A.....	General storekeepers' offices and naval prison.	do.....	Stone and piles.	3	do.....
39	Equipment, Ord- nance	Shops, etc.....	Brick.....	do.....	3	Slate and tin on wood.
40	Equipment.....	Rolling mill and anchor shop.	do.....	Piles and concrete.	1	Slate on con- crete.
a 42	S. E.....	Offices and shops.....	do.....	Stone and piles.	3	Tin on con- crete.
		Foundry.....	do.....	do.....	1	do.....
		Machine shop.....	do.....	do.....	3	Slate on con- crete.
		Old chain shop.....	do.....	do.....	1	Slate on wood.
		Boiler shop.....	do.....	do.....	1	do.....
43	do.....	do.....	do.....	do.....	3	do.....
43	do.....	Boiler house.....	do.....	Granite and piles	1	do.....
44	Y. and D.....	Storehouse.....	Wood.....	Posts.....	1	Shingled.....
47	Ordnance.....	Heavy shell house.....	Brick.....	Piles.....	1	Slate on wood.
48	do.....	Magazine.....	do.....	do.....	1	do.....
b 58	Equipment.....	Ropewalk.....	Stone.....	Granite....	{1 2	{do.....
			Brick.....	do.....	{2 3	{do.....
			do.....	do.....	{3	{do.....
60	do.....	Tarring house.....	Stone.....	Granite....	2	Slate on wood.
62	do.....	Hemp house.....	do.....	do.....	2	do.....
63	S. and A.....	Timber shed.....	Wood.....	do.....	1	do.....
64	do.....	do.....	Stone and wood.	do.....	1	do.....
75	do.....	Timber shed.....	do.....	do.....	1	Slate.....
76	do.....	do.....	do.....	do.....	1	do.....
77	C. and R.....	{Boat shop, boiler and engine house.	{do.....	{do.....	{1 2	{do.....
78	Equipment.....	Coal shed.....	do.....	None.....	1	Tar and gravel.
79	do.....	Wire-rope mill.....	Brick.....	Granite....	2	Slate on wood.
80	C. and R.....	Kiln furnace.....	do.....	do.....	do.....	do.....

a Total cubical contents, 4,926,000.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

BOSTON, MASS.—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
{ 39 0	28 5	36 0	1,111	58,338	1890.....	Unknown	\$7,800.00	Good.
{ 31 0	20 0	25 0	620					
{ 39 0	28 5	36 0	1,111	58,338	1890.....	do	7,700.00	Do.
{ 31 0	20 0	25 0	620					
							130,200.00	
48 7	22 0	14 0	1,071	22,638	1867.....	Unknown	1,000.00	Fair.
53 0	47 0	27 0	2,491	67,257	1827.....	do	1,800.00	Do.
208 0	50 7	29 0	10,546	387,875	1803.....	do	33,000.00	Poor.
50 0	35 0	24 0	1,750	52,500	1852.....	do	3,900.00	Good.
{ 147 5	50 8	16 0	7,493	119,000	1268.....	\$2,400.00	1,600.00	Fair.
{ 45 4	16 6	10 0	754	7,536				
14 0	12 0	19 0	168	3,192	1873.....	4,156.37	4,000.00	Good.
60 4	22 6	9 0	1,365	18,300		Unknown	500.00	Poor.
38 4	28 0	10 0	1,075	16,000	1840.....	do	1,700.00	Good.
{ 160 4	40 4	37 0	6,480	324,000	1832.....	do		
{ 70 8	41 8	12 0	2,959	49,000	1856.....	7,492.00	124,000.00	Do.
{ 60 3	30 2	13 0	1,821	31,500	1840.....	Unknown	1,900.00	Fair.
{ 200 2	70 1	28 0	140,345	79,300	1847.....	do	59,000.00	Good.
{ 70 5	40 4	26 0	2,848	92,114	1850.....	do	5,500.00	Fair.
{ 20 8	17 0	18 0	354	6,000	1867.....	do	550.00	Good.
{ 33 3	32 0	42 0	3,060	37,400	1852.....	10,000.00	9,000.00	Fair.
53 3	33 3	20 0	1,775	42,400	1857.....	8,674.00	4,400.00	Do.
200 4	65 3	41 0	130,866	37,000	1850.....	Unknown	155,000.00	Do.
200 0	49 6	40 0	99,204	75,000	1837.....	do	177,000.00	Good.
{ 280 7	70 6	38 0	198,177	45,000	1866.....	139,066.00	148,000.00	Do.
{ 76 3	33 3	14 0	2,540	50,000				
{ 200 4	50 4	43 0	10,100	508,000	1854.....	64,934.00	128,000.00	Do.
{ 24 4	19 3	26 0	470	13,200				
{ 273 0	90 0	41 0	245,701	253,286	1866.....	163,800.00	182,000.00	Do.
{ 80 4	24 3	13 4	1,954	30,678				
{ 50 1	40 1	18 7	2,009	38,366	1904.....	Unknown	120,000.00	Do.
{ 281 2	179 8	23 0	50,567	1,512,670				
208 6	104 4	24 0	21,777	522,000				
210 6	90 6	51 0	19,080	1,202,000				
210 6	90 6	51 0	19,080	1,202,000	1857.....	629,257.00	575,000.00	Do.
199 4	65 7	24 0	13,100	420,000				
199 4	65 7	24 0	13,100	420,000				
285 6	61 5	51 0	18,420	1,160,000				
122 6	60 0	18 0	7,356	206,000	1858.....			Fair.
50 6	28 0	14 0	1,416	28,340	1866.....	1,000.00	500.00	Do.
37 5	23 5	13 0	881	16,650	1863.....	6,500.00	1,900.00	Do.
12 0	12 0	14 0	120	1,960	1863.....	200.00	450.00	Do.
{ 553 0	45 0	9 0	24,885	376,593	1836.....	Unknown	320,000.00	Good.
{ 700 0	45 0	21 0	31,500					
{ 46 6	61 2	21 0	2,851	819,000				
{ 60 4	69 9	32 0	4,222					
{ 217 0	22 0	20 0	4,774	120,737	1838.....	Unknown	48,000.00	Do.
{ 140 6	60 5	31 0	8,506	313,000	1837.....	do	78,000.00	Do.
{ 450 0	60 0	16 0	27,000	621,000	1848.....	do	38,000.00	Do.
{ 450 0	60 0	16 0	27,000	621,000	1848.....	do	38,000.00	Do.
250 0	60 0	16 0	27,000	621,000	1848.....	do	38,000.00	Do.
450 0	60 0	16 0	27,000	621,000	1849.....	do	38,000.00	Do.
{ 77 8	27 1	17 0	2,108	1,117,800	1848.....	do	195,000.00	Do.
{ 450 0	60 0	32 0	27,000					
{ 95 3	30 0	10 0	2,859	28,590	1866.....	do	300.00	Fair.
187 0	38 3	27 0	7,160	242,804	1852.....	do	27,000.00	Do.
17 0	13 0	25 0	221	5,525	1866.....	do	100.00	Good.

^b Total cubical contents, 1,195,593.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

BOSTON, MASS.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storehouses, offices, etc.—Continued.</i>				
84	U. S. M. C.	Guardhouse	Wood	Brick	1	Shingled
94	C. and R.	Storehouse	do	Sea wall	1	do
95	Y. and D.	Temporary electric-light station.	Wood and iron.	Posts	1	Corrugated iron.
96	Equipment	Ropewalk power house	Brick	Concrete and rubble.	1	Slate on wood.
97	Y. and D.	Gate and entrance house	Brick and stone.	Concrete and granite.	2	Tar and gravel on concrete.
100	C. and R.	Foreman, labor office	Corrugated iron.	Posts	1	Corrugated iron.
101	do	Timber kiln	Brick	Concrete	1	Slate on wood.
103	Equipment	Chain and anchor storage shed.	Steel and brick.	do	2	Slate on concrete.
104	C. and R.	Shipfitters' shop	do	Concrete and piles.	2	do
105	do	Smithery	do	Concrete	2	do
106	do	Power house	do	do	2	do
106	do	Metal workers' shop	do	do	2	do
107	Y. and D.	Offices and shops	do	do	2	do
108	do	Power house	do	do	1	Tin on wood.
109	Equipment	Economizer house.	do	do	1	Copper
109	Equipment	Coal storage	Corrugated iron and steel.	Concrete and piles.	1	Corrugated iron on steel.
110	C. and R.	Pitch house	Brick and steel.	Concrete	1	Steel
111	Y. and D.	Locomotive house	Corrugated iron and wood.	Posts	1	Corrugated iron on wood.
113	C. and R.	Carpenter shop and storehouse.	Wood and corrugated iron.		1	Corrugated iron on wood.
114	do	Sawmill and spar shed	Brick and steel.	Concrete and piles.	2	Asphalt and felt on concrete.
115	Equipment	Testing laboratory	Wood and corrugated iron.	Granite and cement.	1	Slate on wood.
116	U. S. M. C.	Guardhouse	Wood	Wood	1	Shingled
117	Y. and D.	Stable	Brick and wood.	Concrete	2 1	Slate on wood.
118	S. E.	Water-closets	Brick	do	1	Tin
119	do	Latrine	do	do	1	do
120	M. and S.	Dispensary	do	do	2	Tin on wood.
121	Equipment	Oil tanks	do	do	1	Concrete
122	U. S. M. C.	Rifle range	Wood	Wood	1	Rubberoid
123	Y. and D.	Pump house	Brick	Brick	1	Tin on concrete.
124	do	Latrine	do	Concrete	1	Tin on wood.
125	C. and R.	Paint shop	do	do	2	Tin on concrete.
126	Y. and D.	Latrine	do	do	1	Tin on wood.
127	do	do	do	do	1	do
128	do	Scull house	Wood	Stone	1	Slate on wood.
129	Equipment	Wireless station	do	do	1	Shingled
130	C. and R.	Tackle storage	Iron and wood.	Sea wall	1	Galvanized iron on wood.
		Total				

a Total cubical contents, 1,926,000.

b Total cubical contents of No. 107, 989,205. Total cubical contents of No. 108, 508,975.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

BOSTON, MASS.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
31 4	16 4	10 0	341	5,000	1869.....	Unknown.	\$200.00	Poor.
50 3	39 7	9 0	2,000	26,000	.....	do.....	25.00	Do.
103 9	40 5	16 5	4,208	71,536	1899.....	do.....	250.00	Do.
120 9	44 6	20 0	5,392	161,760	1899.....	\$15,000.00	14,500.00	Good.
52 0	50 0	28 5	2,600	79,610	1903.....	25,000.00	24,500.00	Do.
50 0	30 2	16 5	1,516	30,320	1900.....	Unknown.	8,000.00	Do.
62 7	12 0	10 0	752	9,024	1900.....	do.....	1,500.00	Do.
450 0	60 0	34 5	27,000	1,296,000	1900.....	90,000.00	90,000.00	Do.
450 0	110 0	41 6	49,500	1,956,000	1903.....	200,000.00	199,000.00	Do.
329 0	110 0	41 6	36,190	1,339,000	1904.....	200,000.00	200,000.00	Do.
26 0	92 0	19 9	2,392	64,800				
95 0	110 0	41 6	10,450	522,200	1903.....	200,000.00	199,000.00	Do.
450 0	110 0	41 6	49,500	1,956,000				
340 0	60 0	34 0	20,400	929,800	1904.....	205,000.00	195,000.00	Do.
26 0	54 5	34 0	1,417	59,405				
119 0	60 0	36 7	6,805	248,800	1904.....	167,000.00	167,000.00	Do.
115 6	54 2	31 0	6,295	195,200				
84 0	31 0	23 0	2,825	64,975	1904.....	167,000.00	167,000.00	Do.
314 0	92 0	28 0	26,588	514,800				
16 5	16 0	8 0	280	8,360	1901.....	Unknown.	500.00	Do.
30 0	20 0	14 5	600	10,800	1901.....	456.00	425.00	Do.
60 0	26 0	10 0	1,500	18,000	1901.....	.....	2,000.00	Do.
374 0	95 6	.....	35,700	2,188,000	1904.....	200,000.00	200,000.00	Do.
110 0	65 0	50 0	7,200					
23 0	9 3	8 0	214	2,140	1899.....	.....	200.00	Do.
9 2	4 8	8 0	43	395	.....	.....	25.00	Fair.
75 3	32 0	19 0	2,408	63,210	1902.....	7,500.00	7,300.00	Good.
75 3	15 5	12 0	3,048	37,973				
22 3	11 9	9 5	266	5,800	1901.....	2,500.00	2,400.00	Do.
39 3	15 0	13 5	589.5	10,206				
39 3	13 0	13 5	511	9,210	1902.....	2,500.00	2,400.00	Do.
54 5	48 5	30 0	2,104	73,338	1905.....	12,000.00	12,000.00	Do.
73 7	20 0	8 3	1,474	19,973	1902.....	.....	2,800.00	Do.
70 0	12 0	11 0	840	10,815	1902.....	589.54	550.00	Do.
Diam.	44 8	16 8	1,576	85,883	.....	.....	(c)	Do.
37 3	15 7	12 5	586	9,160	1904.....	2,685.00	2,800.00	Do.
113 0	56 0	35 0	6,328	175,000	1906.....	35,000.00	35,000.00	Do.
37 7	13 7	11 5	516	6,860	1904.....	2,850.00	2,500.00	Do.
27 4	13 7	12 0	375	5,250	1904.....	2,965.00	2,000.00	Do.
12 3	9 3	8 7	114	1,220	1904.....	400.00	400.00	Do.
24 5	10 4	7 7	255	2,365	1904.....	3,885.00	3,375.00	Do.
40 0	30 0	16 0	1,200	24,000	1901.....	.....	500.00	Do.
							3,931,550.00	

* See dry dock No. 2.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

BOSTON, MASS.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Miscellaneous.</i>				
		Furniture				
		Live stock				
		Carts and vehicles				
		Yard craft				
		Cranes, shears, and derricks				
		Workshop appliances				
		Water-front appliances				
		Railroad stock				
		Machinery				
		Total				
		Grand total				

CAVITE, P. I.

	<i>Land and permanent improve- ments.</i>				
	Land				
	Yard walls and fences	Iron, wood, stone.			
	Quay walls:				
	Around navy-yard, case- mates to main gate	Stone			
	Around city Cavite from main gate to casemates.	do			
	Wharves and piers:				
	Central wharf	Wood	Pile		
	Puerta Mar pier	Stone			
	Ordnance pier	do			
	Gaudalupe pier	do			
	Roads				
	Sidewalks				
	Terrace or retaining walls				
	Railway tracks				
	Crane tracks				
	Bridges				
	Drainage and sewerage sys- tem				
	Water system				
	Fire-protection system and apparatus.				
	Electric-light system				
	Power system				
	Heating system				
	Telephone system				
	Conduit system				
	Total				
	<i>Dry docks and accessories, ma- rine railways, building slips.</i>				
	Marine railway No. 1				
	Marine railway No. 2				
	Marine railway No. 3				
	Casco ways				
	Boat ways				
	Total				

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

BOSTON, MASS.—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$13,000.00	
							1,500.00	
							3,000.00	
							25,000.00	
							83,500.00	
							600.00	
							15,000.00	
							16,000.00	
							157,000.00	
							14,879,292.85	

CAVITE, P. I.

			a 534				\$500,000.00	
4,000 0							1,200.00	Fair.
5,000 0							150,000.00	Poor.
5,475 0							150,000.00	Do.
			8,500				5,000.00	Do.
			5,000				5,000.00	Do.
			2,900				3,000.00	Fair.
			2,000				2,000.00	Poor.
			42,000				4,200.00	Fair.
			11,000				8,000.00	Do.
6,100 0							None.	
							10,000.00	Do.
							None.	
							None.	
							5,000.00	Poor.
					1906	\$28,000.00	28,000.00	Good.
					1906	12,000.00	12,000.00	Do.
							3,500.00	Poor.
							None.	
							None.	
							3,000.00	Fair.
							None.	
							884,900.00	
						Unknown	30,000.00	Fair.
						do	8,000.00	Poor.
						do	4,000.00	Do.
						do	3,000.00	Fair.
						do	1,000.00	Poor.
							46,000.00	

a Acres.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

CAVITE, P. I.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Officers' quarters.</i>						
A	Y. and D., M. and S.	Quarters, offices, stores.	Stone and wood.	Stone.	2	Corrugated iron.
B	Y. and D.	Officers' quarters, and mess.	Brick and wood.	do	1	do
E	Marines	Quarters and stores.	do	do	2	do
44	Y. and D.	Officers' quarters.	Stone	do	1	Tile.
45	do	do	do	do	1	do
55	C. and R.	Quarters and offices.	Wood.	do	2	Corrugated iron.
Total						
<i>Workshops, storehouses, offices, and miscellaneous structures.</i>						
C	C. and R.	Sawmill, electric, and plumbers' shop.	Iron and brick.	Stone.	1	Corrugated iron.
D	Marines	Barracks	Wood.	do	1	do
G	Navigation	Naval prison	Brick.	Brick and stone.	1	do
H	S. and A.	Office and storehouse	Wood and stone.	Stone.	2	do
1	do	Storehouse	do	do	2	do
2	do	do	do	do	2	do
3	do	do	do	do	2	do
4	do	do	do	do	2	do
5	S. E.	Machine shop	Wood	do	1	Rubberoid
6	do	Machine shop offices	Stone and wood.	do	2	Corrugated iron.
7	do	Blacksmith shop	do	do	1	do
8	do	Copper and flange shop	do	do	1	do
9	do	Foundry	do	do	1	do
12	do	Pattern shop	Wood and stone.	do	1	do
13	Equipment	Machine shop	do	do	1	do
14	Ordnance	Machine shop and storehouse	do	do	1	do
15	Y. and D.	Plumber shop	Stone	do	1	Cement.
16	S. and A.	Storehouse	Wood	do	1	Corrugated iron.
18	do	do	Brick and wood.	do	1	do
19	do	do	Wood and stone.	do	1	do
20	Navigation	Quarters enlisted men	do	do	1	do
21	C. and R.	Bout shop	Iron and wood.	do	1	do
22	do	Offices, power-house ways, and stores	Wood	Concrete	1	do
			do	do	1	Rubberoid
			Brick	Stone	1	Corrugated iron
			Stone	do	1	do
23	S. E. and C. and R.	Boiler and plate shop and covered ways.	wood and iron	do	1	do
			do	do	1	do
			do	do	1	do
24	M. and S., S. and A.	Storehouses and office.	Wood and brick.	do	1	Tile
25	S. and A.	Storehouses	do	do	1	Corrugated iron.
26	do	Gun, pay office, and stores.	do	do	1	do
27	C. and R.	Sawmill and power plant	Wood	Concrete	1	do
			do	do	1	do
			do	do	1	do
29	do	Ship fitters and smiths' shed	do	Stone	1	do
30	S. E., S. and A.	Boiler shed, iron racks.	do	do	1	do
31	S. and A.	Stores	Stone	do	1	do
32	Y. and D.	Carpenter shop.	Wood	Concrete	1	do
33	Equipment	Boiler house.	Stone	Stone	1	do
34	Ordnance	Carpenter shop and blacksmith shop.	Wood and stone.	do	1	do
			do	do	1	do
35	do	Storehouse	Wood	None	1	do
36	Y. and D.	Blacksmith shop	do	Stone	1	do
37	C. and R.	Machine shop and foundry	do	Concrete	1	Rubberoid.
			do	do	1	do
38	Equipment	Office rigging loft, etc.	do	Stone.	2	Corrugated iron.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

CAVITE, P. I.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
151 0	94 3	26 0	14,232	370,032	1873.....	Unknown.	\$45,000.00	Fair.
75 9	47 9	16 6	3,617	59,680	1873.....	do.....	12,000.00	Do.
185 0	36 6	26 6	6,753	178,955		do.....	16,000.00	Do.
33 6	28 6	11 0	955	10,505	1874.....	do.....	2,500.00	Do.
30 0	11 6	9 0	345	3,105	1871.....	do.....	600.00	Do.
62 0	60 0	24 0	3,720	89,280	1903.....	\$27,000.00	27,000.00	Excellent.
							102,000.00	
132 0	132 0	14 6	17,424	252,648	1884.....	Unknown.	35,000.00	Fair.
175 0	41 0	9 6	7,175	68,163		do.....	10,000.00	Do.
52 3	27 3	14 0	1,423	19,922	1900.....	do.....	5,500.00	Good.
64 6	41 0	24 0	2,580	61,920	1878.....	do.....	11,000.00	Fair.
120 0	39 6	24 0	4,740	113,760	1878.....	do.....	14,000.00	Do.
120 0	39 6	24 0	4,740	113,760	1878.....	do.....	14,000.00	Do.
120 0	39 6	24 0	4,740	113,760	1878.....	do.....	15,000.00	Do.
120 0	39 6	24 0	4,740	113,760	1878.....	do.....	14,000.00	Do.
146 0	50 0	14 6	7,399	106,357	1849, 1904.....	do.....	6,000.00	Do.
139 0	32 6	23 0	4,517	103,891	1849, 1865.....	do.....	6,000.00	Poor.
124 0	57 0	20 0	7,068	141,360	1849, 1865.....	do.....	10,000.00	Fair.
86 0	75 0	20 0	6,450	129,000	1871.....	do.....	10,000.00	Do.
108 0	92 0	14 6	9,936	144,072	1871, 1903.....	do.....	12,000.00	Poor.
36 0	27 0	13 0	972	12,686	1871.....	do.....	1,500.00	Do.
69 0	43 9	10 6	3,019	31,700	1871.....	do.....	7,000.00	Fair.
70 4	43 9	10 6	3,077	32,359	1870.....	do.....	7,000.00	Good.
44 0	23 0	9 6	1,012	9,614	1870.....	do.....	1,500.00	Poor.
175 0	16 6	8 0	2,887	23,100	1902.....	do.....	3,000.00	Do.
71 0	58 6	10 0	4,047	38,979	1886.....	do.....	4,000.00	Fair.
115 0	69 0	9 3	7,682	71,058	1885.....	do.....	12,000.00	Do.
55 0	23 0	9 0	1,265	11,385	1885.....	do.....	2,400.00	Poor.
355 0	44 6	15 0	16,376	245,640	1860.....	do.....	11,000.00	Fair.
13 0	44 6	15 0	560	9,520	1904.....	do.....	600.00	Do.
40 0	20 0	9 9	800	9,600	1904.....	600.00	600.00	Excellent.
49 9	98 0	16 0	4,889	78,224	1880.....	Unknown.	13,000.00	Good.
231 0	38 0	21 0	8,778	184,338				
185 0	38 9	21 0	7,168	150,528	1884.....	do.....	28,000.00	Fair.
153 0	19 6	8 9	2,983	26,099				
24 9	19 6	7 6	483	3,052				
134 0	85 6	14 6	9,457	137,126	1891.....	do.....	24,500.00	Good.
154 0	56 6	10 9	8,701	93,537	1882.....	do.....	10,000.00	Poor.
58 0	21 6	12 6	1,247	15,587	1884.....	do.....	3,500.00	Good.
113 0	50 0	15 0	5,650	84,750				
113 0	32 3	15 0	3,644	54,660	1902, 1904.....	do.....	17,000.00	Do.
167 0	32 6	15 0	5,386	80,790				
160 0	76 0	18 0	12,160	219,560	1902, 1904, 1906.....	do.....	24,000.00	Do.
124 0	48 0	18 0	5,952	107,136	1902.....	10,697.00	10,700.00	Do.
29 6	16 0	11 0	472	5,192	1901.....	450.00	100.00	Poor.
95 0	30 0	13 6	2,850	37,050	1901, 1905.....	2,500.00	2,500.00	Good.
38 6	38 6	11 3	1,483	16,684	1902.....	Unknown.	5,000.00	Fair.
11 0	13 6	7 6	418	3,205	1900.....	do.....	400.00	Poor.
19 6	10 6	11 0	205	2,255	1884.....	do.....	300.00	Do.
90 5	20 6	9 0	1,860	16,740	1901.....	200.00	300.00	Do.
35 9	22 9	10 3	813	8,333	1901.....	Unknown.	100.00	Do.
91 6	53 6	19 6	4,895	95,452	1905.....	6,600.00	6,400.00	Excellent.
53 6	20 0	9 9	1,070	10,432				
139 0	60 0	28 0	8,340	233,520	1903.....	28,727.00	25,000.00	Good.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

CAVITE, P. I.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
41	S. and A.	Stores	Wood	Stone	1	Corrugated iron.
42	do	do	do	do	1	do
46	S. E.	Machine shop	Stone	do	1	do
48	Marines	Guardhouse and prison	do	do	1	Tile
			do	do	1	do
50	Y. and D.	Board room	do	do	1	Galvanized iron.
52	do	Office, tugs, and launches	Wood	do	1	Rubberoid
55	Y. and D. and Ord- nance.	Offices	Stone and wood.	do	2	do
56						
57	C. and R.	Stores	Stone	do	1	Tile
58	do	do	Brick	do	1	Corrugated iron.
59	do	do	do	do	1	do
60	Y. and D.	Kitchen to "B"	Wood	do	1	Tile
61	do	Storehouse to "B"	Wood and iron.	do	1	Corrugated iron.
62	C. and R.	Galvanizing plant	Wood	do	1	do
63	do	Paint shop	do	do	1	do
64	S. and A.	Storehouse	do	do	1	Rubberoid
65	Y. and D., S. and A., and Equipment.	Coal shed and stores	do	do	1	Corrugated iron.
67	Y. and D.	Band stand	do	Concrete	1	do
68	do	Fire-engine house	do	Stone	1	do
69	C. and R.	Shed over bending	do	do	1	do
70	Y. and D.	Electric shop	do	do	1	do
71	do	Chaplain's office, hall, and library.	Stone and wood.	do	1	do
72	C. and R.	Plate shed	Wood	Concrete	1	do
73	do	Shipwrights' shop	do	do	2	do
74	S. and A.	Shed over iron rack	do	do	1	do
75	Y. and D.	Pump house	do	do	1	do
76	Navigation	New naval prison	Brick and wood.	do	1	do
77	S. and E.	Sand bins	Wood	do	1	do
78	do	Boiler house and pattern shop.	do	Stone	1	do
79	do	Pattern shop	Stone and wood.	do	1	do
80	S. and A.	Storehouse, boats	Wood	Concrete	1	Canvas and wood.
81	Equipment	Wireless station	do	do	1	Rubberoid
82	do	Battery house	do	do	1	do
83	C. and R.	Foundry	do	do	1	Corrugated iron.
84	Marines, S. and A.	Guardhouse, stables, stores	Stone and wood.	Stone	1	Tile
85	Navigation	Club for enlisted men	do	do	2	do
86	do	Bowling alley	Wood	Concrete	1	Rubberoid
87	S. E.	Stores	do	do	1	do
88	S. and A.	do	Stone	Stone	1	Tile
89	Y. and D.	do	do	do	1	do
92	C. and R.	Sand bin	Wood	Wood	1	Rubberoid
93	S. E.	Stores	do	do	1	Corrugated iron.
<i>Forts San Felipe and Puerta Vega.</i>						
<i>Total</i>						
<i>Miscellaneous.</i>						
<i>Furniture</i>						
<i>Live stock</i>						
<i>Carts and vehicles</i>						
<i>Cranes, shears, and derricks</i>						
<i>Track and platform scales</i>						
<i>Workshop appliances</i>						
<i>Water-front appliances</i>						
<i>Railroad stock, etc</i>						
<i>Machinery</i>						
<i>Total</i>						
<i>Grand total</i>						

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

CAVITE, P. I.—Continued.

Length.	Width.	Height of ceaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
29 0	8 3	7 0	239	1,673	1888, 1901.....	Unknown	\$100.00	Poor.
29 0	11 3	11 3	326	3,667	1901.....	\$200.00	100.00	Do.
130 0	42 8	11 0	5,547	61,017	1902.....	3,203.00	2,000.00	Do.
56 3	24 3	9 6	1,354	12,803	1878.....	Unknown	2,500.00	Do.
30 0	9 6	8 9	285	2,493				
24 3	17 3	7 6	418	3,135				
24 0	24 0	18 0	576	10,368	1854.....	do	2,000.00	Fair.
12 0	12 0	8 0	144	1,152	1904.....	100.00	100.00	Good.
42 9	28 9	26 3	1,229	32,261	1870, 1904.....	Unknown	4,000.00	Do.
28 6	16 6	12 0	470	5,640	1894.....	do	500.00	Poor.
40 0	21 6	7 9	860	6,665	1884.....	do	500.00	Do.
66 6	13 6	7 9	898	6,973	1884.....	do	500.00	Do.
13 3	9 9	8 9	129	1,129	1873.....	do	200.00	Do.
14 0	9 8	6 6	130	845	1901.....	do	100.00	Do.
20 0	20 0	7 9	400	3,100	1900.....	do	300.00	Do.
45 0	25 0	10 9	1,125	12,094	1903.....	600.00	500.00	Fair.
180 0	118 0	20 0	21,240	424,800	1903.....	7,500.00	7,000.00	Good.
171 0	45 0	10 0	7,645	76,450	1903.....	7,500.00	7,000.00	Do.
25 6	25 6	17 6	650	11,375	1903.....	2,000.00	1,800.00	Do.
31 6	21 0	16 0	661	10,576	1900.....	Unknown	500.00	Fair.
71 0	22 0	19 0	1,562	29,678	1903.....	do	1,800.00	Do.
31 6	21 6	13 6	677	9,139	1900.....	do	500.00	Poor.
75 0	33 0	13 0	2,475	32,175	Unknown	do	4,000.00	Do.
33 0	30 0	16 0	900	15,840	1904.....	do	700.00	Fair.
52 0	43 0	23 6	2,236	52,546	1904.....	4,200.00	4,000.00	Good.
119 0	37 0	16 0	4,403	70,448	1905.....	2,500.00	2,500.00	Do.
68 0	45 0	15 0	2,610	39,150	1905.....	1,000.00	1,000.00	Do.
47 9	31 0	14 0	1,480	19,720	1905.....	10,000.00	10,000.00	Excellent.
48 0	18 0	8 6	864	7,341	1905.....	700.00	600.00	Good.
116 0	40 0	14 6	4,640	67,280	1905.....	2,700.00	2,700.00	Do.
116 0	40 0	14 6	4,640	67,280	1871.....	Unknown	1,500.00	Poor.
128 0	66 0	11 0	8,448	92,928	1905.....	3,150.00	3,000.00	Good.
26 6	14 6	9 8	384	3,572	1904.....	800.00	800.00	Do.
14 0	9 6	7 9	133	1,031	1904.....	200.00	200.00	Do.
91 6	35 8	14 0	3,264	45,696	1873.....	Unknown	2,000.00	Poor.
343 0	153 0	12 0	36,816	553,380	Unknown	do	15,000.00	Do.
165 0	85 0	20 0	11,465	275,160	do	do	10,000.00	Fair.
84 0	24 0	10 0	2,016	24,192	1905.....	do	1,000.00	Excellent.
20 0	20 0	11 0	400	5,200	1905.....	do	500.00	Do.
108 0	35 0	18 0	3,780	79,380	Unknown	do	5,000.00	Fair.
40 0	20 0	12 0	800	11,200	do	do	1,000.00	Do.
25 0	15 0	19 0	375	7,870	1905.....	do	600.00	Good.
40 0	20 0	12 0	800	11,200				Under con- struction.
							15,000.00	
							498,200.00	
							4,000.00	Poor.
							500.00	Fair.
							250.00	Poor.
							7,000.00	Good.
							500.00	Do.
							1,800.00	Fair.
							2,000.00	Do.
							1,000.00	Do.
							4,800.00	Good.
							21,850.00	
							1,554,050.00	

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

CHARLESTON, S. C.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Land and permanent improve- ments.</i>				
		Land .....	.....	.....	.....	.....
		Yard walls and fences.....	.....	.....	.....	.....
		Quay walls.....	.....	.....	.....	.....
		Wharves and piers.....	.....	.....	.....	.....
		Roads.....	.....	.....	.....	.....
		Sidewalks.....	Wood.....	.....	.....	.....
		Terrace or retaining walls, etc.....	.....	.....	.....	.....
		Railways tracks.....	.....	.....	.....	.....
		Crane tracks.....	.....	.....	.....	.....
		Bridges.....	.....	.....	.....	.....
		Drainage and sewer system.....	Brick and sewer pipe.	Pile and concrete.	.....	.....
		Water system.....	.....	.....	.....	.....
		Fire-protection system and apparatus.....	.....	.....	.....	.....
		Total.....	.....	.....	.....	.....
		<i>Dry dock and accessories, ma- rine railways, building slips.</i>				
a1		Dry dock.....	Stone.....	Concrete.	.....	.....
		<i>Officers' quarters.</i>				
A	Quarters.....	Commandant.....	Wood.....	Concrete and brick.	2	Shingle and tin.
G	do.....	Civil engineer.....	do.....	Brick.....	2	Tin.....
		Total.....	.....	.....	.....	.....
		<i>Workshops, storehouses, offices, and miscellaneous structures.</i>				
1	Y. and D.....	Office building for comman- dant.	Brick.....	Concrete.	2	Tile.....
2	C. and R.....	Shipfitters' shop, with mold loft and furnace shed for C. and R.	Brick and steel.	Piles and concrete.	2	Copper.....
3	do.....	Machine shop.....	do.....	do.....	1	Composition..
5	do.....	Joiner shop.....	do.....	do.....	2	Copper.....
6	do.....	Foundry.....	do.....	do.....	1	Slate.....
a7	S. and A.....	Storehouse and office.....	Concrete and brick.	do.....	3	Plastic slate.
a8	Y. and D.....	Workshop.....	Brick and steel.	do.....	2	Slate.....
9	S. E.....	Machine shop.....	do.....	do.....	1	Copper.....
13	Equipment.....	Equipment building.....	do.....	do.....	3	Slate.....
14	Y. and D.....	Stable.....	Wood.....	Wood and brick.	1	Shingle.....
15	do.....	Waiting house at railway gate.	do.....	Wood.....	1	Paroid.....
16	do.....	Unoccupied.....	Wood and brick.	Brick.....	3	Shingle.....
18	do.....	do.....	Wood.....	Wood and brick.	1	do.....
a27	C. and R.....	Latrine.....	Brick and steel.	Concrete.	1	Tile.....
311	Y. and D.....	Tide gage house.....	Wood.....	Pile.....	1	.....
462	Equipment.....	Wireless telegraph station.....	do.....	Brick.....	1	Paroid.....
1002	Y. and D.....	Temporary lumber shed.....	do.....	do.....	1	do.....
1003	do.....	Temporary locomotive shed.....	do.....	do.....	1	Corrugated iron.
1004	U. S. M. C.....	Sick quarters.....	do.....	Brick.....	1	Paroid.....
1005	Y. and D.....	Inspectors' office.....	do.....	Wood.....	1	do.....
1006	do.....	Coal bin.....	do.....	do.....	.....	Open.....
1008	do.....	Three sentry boxes.....	do.....	do.....	1	Paroid.....

a Under construction.

b Limit of cost.

c Appropriation.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

CHARLESTON, S. C.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
14,820 0						\$104,507.00 2,873.00	\$104,507.00 2,017.00	Good.
						35,715.00	32,144.00	Do.
						4,274.00	3,562.00	Do.
1,600 0						2,000.00	1,900.00	Do.
9,195 0						33,000.00	30,000.00	Do.
2,760 0						20,000.00	18,000.00	Do.
11,556 0						9,793.00 77.00	9,400.00 77.00	Do. Do.
						201,577.00		
618 0	154 0				(b)	1,250,000.00		Incomplete.
76 0	58 0	33 0	4,408	145,464	Sept. 4, 1905	12,008.00	12,008.00	Excellent.
70 0	25 0	30 0	3,150	66,938	Dec. 19, 1903	7,500.00	7,500.00	Do.
							19,508.00	
80 0	39 0	33 8	3,120	109,980	Aug. 5, 1905	35,567.00	35,567.00	Do.
325 0	75 0	44 0	35,325	1,670,382	Apr. 17, 1906	149,300.00	149,300.00	Do.
319 0	176 6	49 0	56,303	2,758,847	Mar., 1905	112,795.00	112,795.00	Do.
300 0	90 0	43 0	27,000	1,413,488	Aug., 1904	108,214.00	108,214.00	Do.
261 7	76 4	37 0	20,005	860,215	Apr. 18, 1906	72,600.00	72,600.00	Do.
189 0	65 0	54 0	12,285	663,390		100,000.00		
324 6	60 0	37 0	19,470	915,090		134,000.00		Incomplete.
326 5	101 5							
172 9	102 5	39 0	58,865	2,611,044	Mar. 31, 1906	287,732.00	287,732.00	Excellent.
130 2	82 4							
207 5	64 0	53 9	14,685	859,181	June 29, 1906	126,701.00	126,701.00	Do.
20 0	28 6	12 0	570	6,840	Unknown		150.00	Fair.
25 8	14 0	8 8	327	477	Aug., 1903	352.00	317.00	Good.
56 0	52 0	38 0	2,912	98,000	1809 (?) Un- known.		8,000.00	Fair.
45 0	37 0	18 0	1,880	41,000	Unknown		2,800.00	Do.
46 0	33 0	16 0	1,518	27,324		6,849.00		Incomplete.
48 0	38 0	14 0	1,824	25,536	Aug., 1904	106.00	101.00	Good.
25 9	25 9	9 6	663	8,619	June, 1905	2,010.00	2,010.00	Excellent.
30 0	30 0	12 0	900	13,950	Feb., 1904	406.00	366.00	Good.
					June, 1904	1,470.00	1,323.00	Do.
32 0	35 0	14 0	1,120	15,680	June, 1905	1,500.00	1,500.00	Excellent.
19 0	13 0	9 6	247	2,964	Dec., 1903	468.00	421.00	Good.
35 0	20 0		700	4,200	Jan., 1904	102.00	92.00	Do.
6 0	6 0	8 0	36	288	Oct., 1904	194.00	175.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

CHARLESTON, S. C.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storehouses, offices, etc.—Continued.</i>				
1009	U. S. M. C.....	Temporary barracks.....	Wood.....	Brick.....	1	Paroid.....
					1	do.....
					1	do.....
1010	Y. and D.....	Storehouse for combustibles..	Brick.....	do.....	1	Brick and ce- ment.
1011	U. S. M. C.....	Quarters for marine officer...	Wood.....	do.....	1	Paroid.....
1012	Y. and D.....	Temporary blacksmith shop..	do.....	do.....	1	do.....
1013	do.....	Railroad tool house.....	do.....	do.....	1	do.....
1014	do.....	Temporary power plant.....	do.....	Brick.....	1	do.....
		Total.....				
		<i>Miscellaneous.</i>				
	Y. and D.....	Furniture.....				
	do.....	Live stock.....				
	do.....	Carts and vehicles.....				
	do.....	Yard craft.....				
	do.....	Cranes, shears, and derricks..				
	do.....	Track and platform scales...				
	do.....	Workshop appliances.....				
	do.....	Water-front appliances.....				
	do.....	Railroad stock, etc.....				
	do.....	Machinery.....				
		Total.....				
		Grand total.....				

CULEBRA, P. R.

		<i>Land and permanent improve- ments.</i>				
		Total land.....				
		<i>Workshops, storehouses, offices, and miscellaneous structures.</i>				
1	Y. and D.....	Commandant's office.....	Wood.....	Cement, stone.	1	Corrugated iron.
2	S. and A.....	Storehouse No. 1.....	do.....	Brick.....	2	do.....
3	do.....	Commissary storehouse.....	do.....	Wood.....	1	do.....
4	Y. and D.....	Ice house.....	do.....	do.....	1	Shingle.....
5	M. and S.....	Hospital.....	do.....	do.....	1	Corrugated iron.
6	Y. and D.....	Carpenter shop, blacksmith shop, and paint house.	do.....	do.....	1	do.....
7	do.....	Oil house.....	do.....	do.....	1	White pine and tar pa- per.
8	do.....	Guardhouse and post ex- change.	do.....	do.....	1	Corrugated iron.
9	do.....	Bakery.....	do.....	do.....	1	do.....
10	S. and A.....	Storehouse No. 2.....	do.....	do.....	1	do.....
11	Navigation.....	Enlisted men's bath and closets.	do.....	do.....	1	do.....
12	Y. and D.....	Feed house.....	do.....	do.....	1	do.....
13	Equipment.....	Signal house on Mount Re- saca.	do.....	do.....	1	White pine and tar pa- per.
14	do.....	Dwelling at wireless station..	do.....	Concrete abutment.	1	Corrugated steel shin- gles.
15	do.....	Engine house, wireless station	do.....	Concrete.....		do.....
16	do.....	{ Gasoline storehouse, wireless station.	{ Brick, stone, and con- crete.	{ do.....	1	{ Brick, iron girders.
17	do.....	Closet at wireless station.....	Wood.....	do.....	1	Wood.....
18	S. and A.....	General storehouse, portable.	do.....	Piles and cement.	1	Tar paper.....

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

CHARLESTON, S. C.—Continued.

Length.	Width.	Height of ceaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
140 0	65 0	15 0	9,100	163,800	June, 1904 ...	\$4,650.00	\$4,418.00	Excellent.
21 0	16 0	15 0	336	5,040	June, 1905 ...	1,800.00	1,800.00	Do.
20 0	20 0	15 0	400	6,000	do ...	Unknown	100.00	Fair.
8 0	10 0	8 0	80	640	Unknown ...	Unknown		
49 0	30 0	14 0	1,470	20,580	June, 1905 ...	1,500.00	1,500.00	Excellent.
20 0	28 6	12 0	570	6,840	Unknown ...	Unknown	75.00	Good.
6 0	8 0	8 0	48	384	do ...	do	75.00	Do.
40 0	40 0	17 0	1,600	32,800	do ...	6,950.00		Incomplete.
							918,132.00	
						3,915.00	3,869.00	Good.
						640.00	600.00	Do.
						621.00	600.00	Fair.
						32.00	20.00	Do.
						37.00	37.00	Good.
						56.00	56.00	Do.
						4,880.00	4,050.00	Fair.
						210.00	189.00	Do.
							9,421.00	
							1,148,638.00	

CULEBRA, P. R.

							\$1,700.00	
16 6	34 0	11 0	573	5,181	Unknown ...	Unknown	200.00	Fair.
30 0	50 0	11 0	2,700	16,200	1904 ...	do	700.00	Good.
12 0	16 0	10 0	192	1,920	1904 ...	do	100.00	Very good.
10 0	10 0	10 0	100	1,000	1904 ...	do	100.00	Good.
28 0	39 0	11 0	1,030	11,330	1905 ...	do	750.00	Very good.
20 0	24 0	10 0	480	4,800	1904 ...	do	125.00	Fair.
20 0	8 0	9 0	160	1,440	1904 ...	do	30.00	Poor.
43 0	27 0	10 0	1,419	11,610	1904 ...	do	300.00	Fair.
28 0	21 0	9 0	490	2,646	1904 ...	do	175.00	Very good.
17 0	25 6	12 0	433	5,202	1904 ...	do	85.00	Fair.
25 0	20 0	10 0	554	5,000	1905 ...	do	165.00	Good.
32 0	12 0	10 0	384	3,840	1905 ...	do	60.00	Weak.
9 0	9 0	8 0	81	648	1902 ...	do	75.00	Fair.
32 4	30 5	12 0	1,168	18,603	1904 ...	do	7,500.00	Excellent.
24 0	16 0	11 0	344	4,978	1904 ...	do		Do.
12 0	12 0	10 0 9 0	144	800	1904 ...	do		Do.
5 0	5 0	7 0	25	175	1904 ...	do		Do.
55 0	22 0	8 8	1,210	25,227	1904 ...	\$1,805.00	2,500.00	Very good.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

CULEBRA, P. R.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storehouses, offices, etc.—Continued.</i>				
19	C. and R.....	Boat shed and carpenter shop.	Iron and wood.	Rubble, piles, and cement.	1	Corrugated iron.
20	Ordnance	Ordnance storehouse at sta- tion.	Wood.....	Wood.....	2	...do
21	Marine Corps.....	Enlisted men's quarters, mess hall and kitchen.	...do .....	...do	1	...do
		Total				
		Grand total.....				

GUAM.

		<i>Land and permanent improve- ments.</i>				
		Land				
		Yard walls and fences.....				
		Wharves and piers				
		Roads				
		Bridges.....				
		Drainage and sewage system.				
		Water system.....				
		Fire-protection system and apparatus.				
		Power system				
		Telephone system.....				
		Total				
		<i>Officers' quarters.</i>				
18	Y. and D	Officers' quarters	Wood.....	Posts	1	Galvanized iron.
106	...do	Seamen's quarters.....	...do .....	...do	1	...do
		Total				
		<i>Workshops, storehouses, offices, and miscellaneous structure.</i>				
1	Y. and D	Government house	Stone, tim- bers.	Stone.....	2	Galvanized iron.
2	...do	Office building .....	...do .....	...do	2	...do
8	...do	Sawmill	Redwood	Posts	2	...do
9	S. E.	Machine shop .....	...do .....	...do	1	...do
10	Y. and D	Plumber shop	Concrete..	Concrete..	1	...do
13	...do	Band stand	Bamboo	Posts	1	Thatch
14	...do	Mule shed	Wood .....	...do	1	Galvanized iron.
19	Equipment.....	Meteorological station.....	Stone	Stone.....	1	...do
20	Y. and D	Boiler house	Wood	Posts	1	...do
21	...do	Coal shed .....	...do .....	...do	1	...do
22	...do	Blacksmith shop .....	...do .....	...do	1	...do
100	...do	Boathouse .....	...do .....	...do	1	...do
101	...do	Boat shed .....	...do .....	...do	1	...do
102	...do	G&K warehouse .....	...do	Stone.....	1	...do
103	Equipment.....	Coal shed .....	...do	Posts	1	...do
104	Y. and D	Beach master's office .....	...do .....	...do	1	...do
107	...do	C. and R. shop.....	...do .....	...do	1	...do
108	...do	S. E. repair shop .....	...do .....	...do	1	...do
		Total				

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

CULEBRA, P. R.—Continued.

Length	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
60 0	40 0	12 0	2,400	38,400	1905.....	\$1,647.55	\$2,000.00	Excellent.
30 0	30 0	14 0	900	12,600	1904.....	Unknown.	500.00	Good.
308 0	20 0	9 0	8,448	57,600	1904.....	.....do.....	4,500.00	Very good.
							19,865.00	
							21,665.00	

GUAM.

							\$1,000.00	
							1,500.00	
							750.00	
							20,000.00	
							8,500.00	
							2,000.00	
							2,820.00	
							100.00	
							3,560.00	
							1,000.00	
							41,230.00	
48 0	30 0	13 0	1,340	22,000	Sept., 1901...	\$600.00	600.00	Good.
20 0	28 0	8 0	560	5,600	June, 1903....	520.00	520.00	Do.
							1,120.00	
150 0	43 0	22 0	6,476	168,400			13,000.00	Good.
97 0	24 0	16 0	2,328	37,248			2,500.00	Do.
70 0	24 0	17 0	1,680	33,600	Aug., 1901....	2,600.00	2,600.00	Do.
45 0	28 0	9 0	1,260	11,340	Dec., 1900....		560.00	Do.
46 0	24 0	6 4	1,104	10,800	1900.....		1,000.00	Do.
20 0	20 0	8 0	277	2,700	Dec., 1902....	30.00	30.00	Do.
42 0	26 0	9 0	1,099	13,300	June, 1901....	500.00	500.00	Do.
16 0	12 0	8 0	192	1,920			200.00	Fair.
36 0	20 0	20 0	756	16,632	Sept., 1901...	600.00	600.00	Good.
40 0	20 0	8 0	800	7,200	.....do.....	400.00	400.00	Do.
40 0	20 0	9 0	800	7,200	Aug., 1902....		575.00	Do.
85 0	17 0	6 3	1,428	8,924	May, 1901....	400.00	400.00	Do.
39 0	12 0	6 6	468	8,042			50.00	Do.
78 0	31 6	9 0	2,457	22,113			2,000.00	Do.
50 0	20 0	9 0	1,000	9,000	May, 1901....	400.00	400.00	Do.
20 6	12 0	7 0	348	2,784	1900.....		150.00	Do.
15 0	30 0	9 0	450	4,050	Aug., 1906....		200.00	Do.
18 0	12 0	9 0	216	1,944	.....do.....		150.00	Do.
							25,315.00	

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

GUAM—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Miscellaneous.</i>				
		Furniture .....	.....	.....	.....	.....
		Live stock .....	.....	.....	.....	.....
		Carts and vehicles .....	.....	.....	.....	.....
		Yard craft .....	.....	.....	.....	.....
		Cranes, shears, and derricks .....	.....	.....	.....	.....
		Track and platform scales .....	.....	.....	.....	.....
		Workshop appliances .....	.....	.....	.....	.....
		Water-front appliances .....	.....	.....	.....	.....
		Railroad stock, etc .....	.....	.....	.....	.....
		Machinery .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		Grand total .....	.....	.....	.....	.....

[GUANTANAMO, CUBA.]

		<i>Land and permanent improve- ments.</i>				
		Land .....	.....	.....	.....	.....
		Yard walls	Concrete	Concrete	.....	.....
		Yard fences	Wire and pipe.	.....	.....	.....
		Wharves and piers	Timber	Pile	.....	.....
		Roads	Earth	.....	.....	.....
		Water system	Pipe	.....	.....	.....
		Total .....	.....	.....	.....	.....
		<i>Dry docks and accessories, marine railways, building slips.</i>				
		Dry dock .....	.....	.....	.....	.....
		<i>Workshops, storehouses, offices, and miscellaneous structures.</i>				
1	Y. and D.	Civil engineer's office	Wood	Posts	1	Gravel.....
2	do	Marine guardhouse	do	do	1	Tar paper....
3	do	Stable and feed house	do	do	1	do
4	do	House at corral	do	do	1	Galvanized iron and tar paper.
5	do	Y. and D. paint shop	do	Sills	1	Tar paper....
6	do	Storehouse	do	do	1	do
7	do	Tool house	do	do	1	do
8	do	Band stand	do	do	1	do
9	do	Magazine	Brick	do	1	do
10	do	do	Wood	do	1	do
11	do	do	do	do	1	do
12	do	Office building	do	Posts	1	Composition paper.
13	do	{Quarters for American civil- ian employees.}	do	Concrete..	2	do
14	do	Laborers' barracone	do	Posts	1	Tar
15	S. and A.	Temporary storehouse	do	Piles	1	do
16	do	Oil house	do	Sills	1	do
17	Equipment	Operator's house	do	Stone	1	do
18	do	Power house	do	Concrete	1	do
19	do	Oil house	Brick	do	1	Galvanized iron.
20	do	Watchman's house at coal pile.	Wood	Sills	1	Tar paper....
21	do	Wireless masts and rigging	do	Concrete	.....	.....
22	C. and R.	Scale platform	do	Brick	.....	.....
		Total .....	.....	.....	.....	.....
		Grand total .....	.....	.....	.....	.....

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

GUAM—Continued.

Length.	Width.	Height of curves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$2,526.00	
							1,778.00	
							2,396.00	
							2,179.00	
							200.00	
							50.00	
							925.00	
							3,300.00	
							13,348.00	
							81,013.00	

[GUANTANAMO, CUBA.]

							\$155,152.26	
1,540 0							20,537.80	
79,600 0							20,627.78	
							21,670.95	
12,500 0	20 0						5,932.61	
							43,567.42	
							267,488.82	
							164,876.88	
{ 36 0	12 0	11 0	1,480	6,400	1904.....	\$1,073.83	1,073.83	Good.
16 0	13 0							
24 4	16 4	11 0	900	4,600	1904.....	372.45	300.00	Fair.
137 5	20 3	8 5	2,950	8,900	1905.....	1,440.64	1,300.00	Good.
54 25	20 3	12 0	1,101	13,215	1905.....	122.22	250.00	Do.
24 0	12 0	8 0	600	2,600	1904.....	179.80	200.00	Fair.
36 4	12 4	8 0	780	3,600	1904.....	269.70	150.00	Poor.
70 0	30 2	14 0	21,442	300,188	July, 1905...	790.50	790.50	Good.
18 0	12 0	8 0	216	1,728	1905.....	No record.		Poor.
30 0	20 0	7 0	600	4,200	Sept., 1905...	299.62	750.00	Good.
19 0	8 0	7 0	152	1,064	1905.....	No record.		Do.
5 0	5 0	7 0	25	175	1905.....	No record.		Do.
96 0	48 0	12 0	4,608	55,296	1906.....	4,735.00	4,735.00	New.
{ 61 0	46 0	26 0	3,766	97,916	1906.....	8,000.00	8,000.00	Do.
40 0	24 0	8 0	2,600	20,800	1906.....	No record.		
100 0	26 0	19 0	6,025	10,200	1906.....	3,894.61	3,894.61	Good.
97 0	40 5							
40 5	25 5	10 0	1,083	10,830	1906.....	970.72	970.72	New.
44 8	22 8	9 5	2,267	9,700	1905.....		4,985.40	Good.
33 9	22 9	10 0	1,701	7,761	1905.....		2,628.26	Do.
20 0	15 0	8 5	1,194	2,550	1905.....	218.48	218.48	Do.
18 0	12 0	8 0	496	1,944	1905.....	168.76	150.00	Fair.
		200 0			1905.....		9,000.00	Do.
14 7	8 5				1906.....	No record.		New.
							39,396.30	
							471,761.50	

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

HAWAII.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Land and permanent improve- ments.</i>				
		Land				
		Yard walls and fences.....				
		Quay walls				
		Wharves and piers				
		Roads				
		Sidewalks				
		Terrace or retaining walls, etc.				
		Railway tracks				
		Crane tracks				
		Bridges				
		Drainage and sewage system.				
		Water system				
		Fire-protection system and apparatus				
		Electric light system				
		Power system				
		Heating system				
		Telephone system				
		Total				
		<i>Officers' quarters.</i>				
A	Dwelling	Carpenter's quarters	Wood	Posts	1	Shingle.....
B	do	Barge crew's quarters	do	do	1	do
C	Equipment	Wireless quarters and office.	Wood (por- table).	do	1	Tarred paper.
1	do	Coal shed	Wood	Pile	1	Iron
2	do	do	do	do	1	do
3	do	do	do	do	1	do
4	do	do	do	do	1	do
5	S. and A.	Paymaster's office	do	Posts	1	Shingle.....
6	Y. and D.	Office building	do	do	2	do
7	M. and S.	Yard dispensary	do	do	1	do
8	Equipment	Wireless power house and mast	Wood (por- table).	do	1	Tarred paper.
	Y. and D	Macadamized roads				
		Fencing, with gates				
		Sidewalks				
		Curbing				
		Total				
		<i>Miscellaneous.</i>				
		Furniture				
		Track and platform scales.....				
		Water-front appliances				
		Total				
		Grand total				

KEY WEST, FLA.

	<i>Land and permanent improve- ments.</i>				
	Land				
	Yard walls and fences.....				
	Quay walls				
	Wharves and piers.....				
	Roads				
	Sidewalks				
	Terrace, or retaining walls...				
	Railway tracks				
	Crane tracks				
	Bridges				
	Drainage and sewer system ..				
	Water system				
	Fire-protection system and apparatus				

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

KEY WEST, FLA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Land and permanent improve- ments—Continued.</i>				
		Electric-light system				
		Heating system				
		Telephone system				
		Total				
		<i>Dry docks and accessories, ma- rine railways, building slips.</i>				
		Total				
		<i>Officers' quarters.</i>				
A	Y. and D.	Commandant's	Wood.	Brick.	2	Galvanized shingles.
B	do	do	do	do	2	do
C	do	Marine officer	do	Concrete	2	do
D	do	Civil engineer	do	do	2	do
		Total				
		<i>Workshops, storehouses, officers' and miscellaneous structures.</i>				
1	S. and A.	Storehouse	Brick	Brick	2	Slate
2	Equipment	Condensing plant	Wood	Brick piers.	1	Galvanized shingles.
4	S. and A.	Scale house	do	Brick	1	do
5	All departments	Carpenter shop	do	Wood	1	do
7	Steam engineering	Machine shop	Brick, iron.	Piles.	1	Tile
8	do	Machine-shop office	Brick	Brick	2	do
9	do	Foundry	do	do	1	Slate
10	Marine Corps	Mess hall	Wood	Brick piers.	1	Tin
11	Steam engineering	Smith shop	Brick	Concrete	1	Slate
12	do	Storehouse	Wood	Wood	1	Tin
14	Equipment	Coal shed	do	Concrete pier.	1	Wood shingles
15	do	do	do	do	1	do
16	do	do	do	do	1	do
17	do	do	do	do	1	do
19	Marine Corps	Guardhouse	do	Wood	1	do
21	Equipment	Machine shop	Brick, steel.	Piles	2	Tile
22	Y. and D.	Pier B	Steel	Steel		
23	do	Pier A	do	do		
24	Equipment	N. bridge tramway, pier B	do	Pier		
25	do	S. bridge tramway, pier B	do	do		
26	Y. and D.	Circular cistern	Concrete	Concrete		Wood
27	do	do	do	do		do
28	do	Rectangular cistern	do	do		do
29	Equipment	Coal shed A	Steel	Piles	1	Galvanized iron.
30	do	Coal shed B	do	do	1	do
31	do	N. bridge tramway, pier A	do	Pier		
33A	S. E. C. R.	Shop	Wood	Brick piers	1	Tin
33B	do	do	do	do	1	do
34	Equipment	Boiler house	Brick	Concrete	1	Slate
35	Y. and D.	Cistern	Steel, con- crete.	do		Steel, concrete
36	do	do	do	do		do
37	do	Storehouse	Wood	Stone	2	Wood shin- gles.
38	do	Elevated tank	Steel	Compress- ed piers.		Steel
39	S. and A.	Storehouse for oil	Concrete	Concrete	1	Tile
40	Equipment	Wireless station	Wood	Brick piers	2	Tin
41	do	Sailors' recruiting building	do	Rock piers	2	Wood shin- gles.
42	do	Sailors' barracks	Stone	Stone	3	Tin
		Total				

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

KEY WEST, FLA.—Continued.

Length.	Width.	Height of eaves.	Superficial area.	Cubical contents.	Date of completion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$1,000.00 60.00	
							409,818.00	
							400.00	
51 0	31 0	23 0	1,893	26,250	1890.....	\$4,000.00	2,500.00	Fair.
51 0	31 0	23 0	1,893	26,250	1890.....	4,000.00	2,500.00	Do.
51 6	43 0	26 0	1,858	36,600	1906.....		5,000.00	New.
51 6	43 0	26 0	1,858	36,600			5,000.00	Do.
							15,000.00	
184 0	80 0	221 0	4,720	264,000	1860.....	75,000.00	30,000.00	Fair.
52 0	38 0	20 0	2,032	58,900	1898.....	2,400.00	2,000.00	Do.
10 0	10 0	10 0	100	1,360	1898.....	40.00	40.00	Good.
45 0	16 0	12 0	720	6,700	1899.....	350.00	300.00	Do.
208 0	60 0	18 0	12,480	207,600	1899.....			
31 0	22 0	25 0	682	11,100	1899.....		33,000.00	Do.
73 0	43 0	19 0	3,139	54,000	1873.....	8,000.00	4,800.00	Fair.
56 0	16 0	10 0	896	9,000	1898.....	500.00	300.00	Good.
69 0	50 0	17 0	3,450	60,800	1904.....	8,000.00	8,000.00	New.
30 0	12 0	8 0	750	2,700		40.00	5.00	Fair.
152 0	48 0	12 0	8,000	93,000	1898.....			Do.
144 0	48 0	12 0	7,600	89,000	1898.....			
128 0	48 0	12 0	7,600	89,000	1898.....	13,000.00	10,000.00	Do.
120 0	48 0	12 0	7,600	89,000	1898.....			Do.
14 0	11 0	10 0	154	1,170	1900.....	14,000.00	120.00	Do.
161 0	61 0				1902.....	47,000.00	47,000	Good.
0 10	0 10	33 0	10,044	334,872				
304 0	50 0		15,200		1899.....	60,000.00	60,000.00	Do.
270 0	30 0		12,000		1883.....	30,000.00	3,500.00	Very poor.
228 0		55 0			1900.....	19,625.00	19,625.00	Good.
228 0		55 0			1900.....	19,625.00	19,625.00	Do.
a 46 0		8 6	1,964	b 90,000		3,000.00	1,200.00	Fair.
a 46 0		8 6	1,964	b 90,000		3,000.00	1,200.00	Do.
			630	b 23,000		500.00	400.00	Good.
150 0	100 0	20 0	15,200	295,000	1900.....	80,000.00	80,000.00	Do.
250 0	75 0	20 0	19,750	495,000	1900.....	110,000.00	110,000.00	Do.
318 0		55 0			1900.....	19,625.00	19,625.00	Good.
80 0	23 0	55 0			1900.....	19,625.00	19,625.00	Do.
32 0	23 0	18 0	1,840	51,000	1898.....	1,730.00	1,000.00	Do.
39 6	33 6	16 4	1,323	13,500				Do.
89 3	45 3	12 0	4,089	b 260,000	1904.....	9,263.60	9,263.60	Do.
89 3	45 3	12 0	4,039	b 260,000	1904.....	9,263.60	9,263.60	Do.
55 0	25 0	25 0	1,375	28,000				Fair.
				b 80,000	1905.....	5,042.40	5,042.40	Good.
35 10	51 8	17 0	1,815	41,870	1906.....	5,000.00	5,000.00	New.
45 9	27 3	19 6	1,247	29,186			800.00	Fair.
50 0	30 0	24 0	1,500	44,250			1,000.00	Do.
44 3	41 0	32 0	1,814	72,656			3,500.00	Do.
							505,234.60	

a Diameter.

b Gallons.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

KEY WEST, FLA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Miscellaneous.</i>				
		Furniture .....	.....	.....	.....	.....
		Carts and vehicles.....	.....	.....	.....	.....
		Yard craft.....	.....	.....	.....	.....
		Cranes, shears, and derricks.....	.....	.....	.....	.....
		Track and platform scales.....	.....	.....	.....	.....
		Workshop appliances .....	.....	.....	.....	.....
		Railroad stock, etc.....	.....	.....	.....	.....
		Machinery .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		Grand total.....	.....	.....	.....	.....

LEAGUE ISLAND, PA.

		<i>Land and permanent improve- ments.</i>				
		Land .....	.....	.....	.....	.....
		Yard walls and fences.....	.....	.....	.....	.....
		Quay walls.....	.....	.....	.....	.....
		Wharves and piers.....	.....	.....	.....	.....
		Roads .....	.....	.....	.....	.....
		Sidewalks .....	.....	.....	.....	.....
		Terrace or retaining walls, etc.....	.....	.....	.....	.....
		Railway tracks.....	.....	.....	.....	.....
		Crane tracks.....	.....	.....	.....	.....
		Drainage and sewage system.....	.....	.....	.....	.....
		Water system.....	.....	.....	.....	.....
		Fire-protection system and apparatus.....	.....	.....	.....	.....
		Electric-light system.....	.....	.....	.....	.....
		Power system.....	.....	.....	.....	.....
		Heating system.....	.....	.....	.....	.....
		Telephone system.....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		<i>Dry docks and accessories, ma- rine railways, building slips.</i>				
1		Dry dock No. 1	W o o d w i t h c o n - c r e t e c o p i n g .	Pile .....	.....	.....
a 2		Dry dock No. 2	stone and c o n - c r e t e .	do .....	.....	.....
		Total .....	.....	.....	.....	.....
		<i>Officers' quarters.</i>				
A	Y. and D	Captain of the yard	Brick	Pile.....	3	Slate
B	do	Ordnance officer	Frame	Brick and concrete.	3	Shingle.....
C	do	Surgeon of yard.....	do	do	3	do
K	do	Chief engineer.....	do	do	3	do
L	do	Equipment officer.....	do	do	3	do
M	do	Commandant.....	do	do	3	do
N	do	Naval constructor.....	do	do	3	do
O	do	Civil engineer.....	do	do	3	do
P	do	General storekeeper.....	do	do	3	do
R	do	Dwelling (mail messenger).....	do	Brick piers	2	do
S	do	Dwelling (leading man la- borer).....	do	do	2	do
T	do	Dwelling (teamster).....	do	do	2	do
		Total .....	.....	.....	.....	.....

a Under construction, cost to date.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

KEY WEST, FLA.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$1,275.00	
							65.00	
							40.00	
							2,500.00	
							50.00	
							415.00	
							1,700.00	
							800.00	
							6,845.00	
							937,297.60	

LEAGUE ISLAND, PA.

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

b Gallons.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

LEAGUE ISLAND, PA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storerooms, offices, and miscellaneous struc- tures.</i>				
1	Y. and D.	Y. and D. offices, joiner, tin- ner, machine and plumber shops, woodworking mfl., and storehouse for furni- ture, etc.	Brick.	Pile	2	Slate.
2	do	Boiler house for heating.	Brick, wood, and sheet iron	Pile and concrete.	1	Slate metal.
3	C. and R.	Iron plating shop.	Brick.	Pile	1	Slate.
4	S. E. and S. and A.	Steam engineering offices and machine shop; gen- eral storekeeper's offices, and general storehouse for the yard.	Brick and steel.	do	2-3	Slate and tin.
6	Y. and D.	Commandants', captain of yards', yard paymasters', and telephone offices, and court-martial and board rooms.	Brick.	Pile, stone, and con- crete.	3	Slag
7	C. and R.	Mold loft and docking ap- paratus.	do	Pile	2	Slate.
8	S. and A.	Storehouse	Corru- gated steel.	Concrete	1	Corrugated steel.
9	Equipment	Boiler house.	Corru- gated iron.	Concrete only.	1	Corrugated iron.
10	do	Workshop and storehouse, and offices.	Brick and steel.	Concrete on piles.	2	Slate
11	C. and R.	Block, cooper, and spar shops, and C. and R. offices.	do	do	2	do
12	do	Plate-bending shop.	do	do	2	do
13	Y. and D.	Power house	Frame	do	1	Wood.
14	C. and R.	Angle smithery.	Brick and steel.	do	1	Tile
15	do	Smithery shop.	do	do	1	do
17	S. E.	Foundry and coppersmith shop.	do	do	1	Copper
18	do	Machine, boiler, and black- smith shop.	do	do	1	do
19	do	Pattern shop, storehouse, and S. E. offices.	do	do	2	Slate
21	Y. and D.	Pump house, dry dock No. 2.	do	do	2	Copper
22	do	Boiler and engine house, dry dock No. 2.	do	do	1	Slate
24	C. and R.	Paint shop.	Corru- gated iron.	do	1	Corrugated iron.
25	do	Plumbers' and coppersmiths' shop and foundry.	Brick and steel.	Concrete on piles.	2	Tile B. H.
26	Ordnance	Workshop and boiler house, and ordnance offices.	do	do	2	Slate
27	Equipment	Chain shed and anchor rack.	Corru- gated steel.	do	1	Corrugated steel.
28	S. and A.	Shed for combustibles.	Brick	do	1	Slate
29	Equipment	Storehouse for ships' equip- ment and fireproof store- house.	Brick and steel.	do	2	do
30	Y. and D.	Garbage incinerating plant.	Brick	do	1	Corrugated iron.
31	C. and R.	Water-closet.	Concrete and wood.	Concrete	1	Shingles.
32	do	Dry kiln and lumber storage shed.	Brick and steel.	Concrete on piles.	1	Slate
33	do	Pitch house and oakum loft.	Brick	do	2	Tin
34	Y. and D.	Water-closets.	Concrete	Concrete	1	do
35	do	do	do	do	1	do
36	Navigation	Range house	Brick	do	1	Slate
37	do	Revolver gallery	do	do	1	Slag
38	do	Range shed.	do	do	1	do
39	do	do	do	do	1	do

a Cost included in building No. 29.

b Under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

LEAGUE ISLAND, PA.—Continued.

Length.	Width.	Height of caven.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i> 230 6	<i>Ft. in.</i> 65 4	<i>Ft. in.</i> 30 6	<i>Sq. ft.</i> 14,498	<i>Cub. ft.</i> 828,663	1875.....	\$159,945.43	\$88,600.00	Good.
{ 49 6	40 0	18 0	1,700	39,840	1875.....	18,471.79	11,700.00	Do.
{ 42 0	18 0	17 0	756	13,650	1903.....	1,471.27	1,250.00	Do.
274 0	85 0	39 0	23,466	887,820	1877.....	123,749.22	60,000.00	Do.
1,000 0	65 0	34 7	64,014	2,696,171	1906.....	399,922.76	332,500.00	Do.
84 0	56 7	43 6	4,490	189,540	1901.....	52,873.34	47,000.00	Do.
400 0	65 0	36 0	26,000	1,124,416	1882.....	72,000.00	39,500.00	Poor.
347 0	61 0	15 0	21,167	495,113	1899.....	23,550.03	19,200.00	Good
40 0	30 0	20 0	1,200	28,200	1901.....			Excellent.
309 5	62 0	42 7	19,183	970,652	1903.....	113,414.50	108,000.00	Do.
349 6	65 2	39 0	22,770	1,027,700	1908.....	112,359.40	110,000.00	Do.
277 2	72 11	40 0	20,228	981,677	1905.....	99,900.52	96,800.00	Do.
106 8 1/2	104 3							
{ 214 4	62 11	24 0	22,850	756,500	1904.....	51,000.00	50,800.00	Do.
{ 80 0	71 3	40 0	13,020	532,300	1903.....	42,974.47	41,000.00	Do.
277 4	62 10 1/2	42 5	19,705	767,570	1905.....	116,349.51	116,300.00	Do.
188 0	117 11 1/2	25 10						
{ 385 5	101 5	40 7	66,340	2,886,349	1905.....	155,693.07	155,600.00	Do.
{ 171 5 1/2	102 5	38 8	6,968	317,057	1906.....	56,688.54	56,600.00	Do.
129 7 1/2	82 3 1/2							
104 8	66 7							
60 diameter.		20 0	2,827	166,793				
118 10	{ 53 9	31 0	12,878	486,542				
	{ 54 8							
60 0	30 0	12 0	1,800	27,000	No record....	5,422.80	4,200.00	Good.
{ 308 9	62 10	37 8	24,060	1,160,120	1904.....	103,250.42	101,800.00	Excellent.
{ 122 7	37 10	51 0	14,203	650,000	1904.....	101,756.33	101,000.00	Do.
272 0	52 3							
101 0	51 6	25 0	5,200	158,600	1902.....	11,000.00	10,000.00	Good.
105 11	48 9 1/2	20 0	5,163	128,452	1902.....	15,000.00	14,000.00	Excellent.
276 9	53 3	39 0	14,737	571,514	1901.....	97,630.87	91,200.00	Do.
32 6	22 0	17 0	715	14,300	1903.....	8,000.00	7,500.00	Do.
18 8	18 8	9 3	350	3,850	1903.....	1,883.47	1,600.00	Do.
63 4	34 7	12 7	2,190	37,244	1901.....			
45 10	22 1	20 0	1,012	21,800	1904.....	5,196.87	4,800.00	Excellent.
26 0	17 0	9 0	442	4,862	1904.....	1,972.85	1,900.00	Do.
26 0	17 0	9 0	442	4,862	1904.....	1,972.84	1,900.00	Do.
50 0	40 0	18 0	2,000	32,082	1905.....	Unknown..	3,400.00	Do.
94 6	26 6	11 0	2,504	31,300	1905.....	do	3,100.00	Do.
30 0	12 9	9 0	382	4,016	1905.....	do	480.00	Do.
30 0	12 9	9 0	382	4,016	1906.....	do	480.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

LEAGUE ISLAND, PA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storerooms, offices, etc.—Continued.</i>						
40	Y. and D.	Pump house (artesian)	Concrete	Concrete	1	Tin
41	C. and R.	Coke storage shed	Brick	do	1	Slate
109	Y. and D.	Paint shop	Frame	Wood	1	Tin
114	do	Gatehouse	do	Brick piers	2	do
115	do	Post-office	do	do	2	do
119	do	Scale house	do	do	1	do
122	do	Stable for quarters B and C	do	do	1	do
126	S. E.	Blacksmith shop	do	do	1	do
127	M. and S.	Surgeon's office and dispensary.	do	do	2	do
128	Y. and D.	Blacksmith shop	do	do	1	do
130	do	Stable	do	Concrete on piles.	2	do
131	do	Commandant's stable	do	do	2	do
132	do	Fire-engine house	do	do	2	do
135	S. E.	Blacksmith shop and foundry	do	do	2	do
136	Y. and D.	Cart shed	do	do	1	do
137	M. C.	Guardhouse	do	Brick piers	2	do
138	S. E.	Boiler and engine house	Corrugated iron.	do	1	Corrugated iron.
139	Y. and D.	Pump house, dry dock No. 1.	Brick	do	1	Slate
140	do	Water-closet	Brick and frame.	do	1	Tin
141	C. and R.	Boat shed	Frame and steel.	Concrete on piles.	1	Iron
142	Equipment	Fireproof shed for painting and storage of canvas.	Steel.	Concrete piers.	1	Steel
143	Y. and D.	Marine stable	Frame	do	2	Tin
144	C. and R.	Boat storage shed	do	Pile	1	Wood
145	Y. and D.	Outbuildings, quarters K and L.	do	Wooden sills.	2	Shingle
146	do	Outbuildings, quarters M and N.	do	do	2	do
147	do	Scale house	do	do	1	Tin
148	C. and R.	Lumber storage shed	Corrugated iron.	Timber	1	Corrugated iron.
148a	Y. and D.	Stable, quarters A	Frame	Wooden sills.	2	Tin
149	Navigation	Boiler house, camp	Corrugated iron.	do	1	Corrugated iron.
150	Y. and D.	Boiler house for U. S. R. S. Lancaster.	do	do	1	do
151	S. and A. and Y. and D.	Cement shed	Wood and corrugated iron.	do	1	do
152	Navigation	Rifle gallery	Frame	do	1	Tar paper
153	do	Mess hall	do	do	1	do
154	do	Guardhouse	do	do	1	do
155	do	P. M. stores	do	do	1	do
156	do	Kitchen	do	do	1	do
157	do	Boiler house	do	do	1	Corrugated iron.
158	do	Surgeon's office	do	do	1	Tar paper
159	do	Dispensary	do	do	1	do
160	do	Barracks	do	do	2	do
161	do	do	do	do	2	do
162	do	do	do	do	2	do
163	do	Armory and office	do	do	1	do
164	do	Pay office	do	do	1	do
165	do	Prison	do	do	1	do
166	Y. and D.	Office of board of labor employment.	do	Brick piers	1	Tin
167	do	House over railroad track scales.	do	do	1	do
168	do	Rand stand	do	Wood	1	do
169	do	do	do	do	1	do

a Octagonal diameter.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

LEAGUE ISLAND, PA.—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
28 0	25 0	14 0	700	11,000	1906.....	\$2,835.62	\$2,830.00	Excellent.
80 8	20 8	12 0	1,667	24,536	1905.....	2,478.66	2,470.00	Do.
43 6	17 3	18 0	752	15,300	1876.....	500.00	50.00	Poor.
26 0	25 0	25 0	650	17,225	1878.....	1,800.00	800.00	Fair.
37 0	33 6	21 0	1,760	31,000	1875.....	4,725.00	1,900.00	Do.
20 0	13 6	16 0	270	4,860	1898.....	1,880.00	1,200.00	Do.
75 5	25 0	12 0	1,885	27,700	No record.		950.00	Do.
254 0	68 0	25 0	17,700	457,360	1877.....	8,137.00	2,700.00	Do.
30 0	25 0	16 0	750	14,250	1875.....	1,319.00	950.00	Do.
24 6	20 0	12 0	493	17,146	1899.....	300.00	240.00	Do.
78 0	31 0	18 0	3,418	68,544	1876.....	3,000.00	900.00	Do.
30 6	15 3	10 0	465	5,813	No record.		100.00	Do.
87 6	35 0	22 0	3,063	94,000	1876.....	4,500.00	1,850.00	Good.
90 0	89 0	25 0	9,010	245,500	No record...	3,800.00	900.00	Fair.
65 0	65 0	15 0	4,225	63,375	1880.....	600.00	180.00	Do.
26 0	25 0	25 0	650	17,225	1878.....	1,300.00	1,000.00	Good.
45 0	38 0	15 0	1,710	29,070	1897.....	3,795.00	2,900.00	Do.
66 0	51 0	20 0	3,366	100,000				
28 0	27 0	12 0	756	12,712	1897.....	5,580.00	3,300.00	Do.
295 0	50 0	17 0	16,250	373,250	1899.....	16,772.00	11,400.00	Do.
55 0	35 0	17 0	1,925	41,200	1902.....	3,716.23	3,100.00	Do.
40 6	20 3	17 0	820	18,860	No record.		480.00	Fair.
320 0	36 0	20 0	21,520	573,873	1901.....	5,828.41	4,600.00	Good.
25 0	21 0	13 0	525	8,150	1903.....			
25 0	21 0	13 0	525	8,150	1903.....	2,243.30	1,920.00	Do.
10 0	9 6	7 6	95	760	No record		50.00	Fair.
208 6	45 0	16 8	9,382	210,324	1902.....	6,168.91	5,000.00	Good.
40 6	21 4	14 3	862	14,400	1875.....			
21 0	21 0	11 0	441	5,950	1902.....	461.40	380.00	Do.
38 0	31 0	15 0	1,178	17,670	1903.....	1,641.82	1,450.00	Do.
180 0	39 10	11 11	7,170	118,295	1904.....	1,888.95	1,750.00	Do.
70 0	12 0	11 0	840	8,350	1903.....	839.58	800.00	Do.
600 0	26 0	13 0	15,600	249,600	1903.....	19,235.09	16,000.00	Do.
46 5	18 3	11 0	848	11,000	1903.....			
40 3	20 3	8 7	815	9,550	1903.....			
83 0	25 6	9 0	2,118	27,560	1903.....			
25 2	21 3	9 0	535	5,880	1903.....			
23 3	13 3	9 0	308	3,390	1903.....			
13 3	13 3	9 0	175	1,932	1903.....			
108 0	26 0	17 0	2,808	58,968	1903.....			
108 0	26 0	17 0	2,808	58,968	1903.....	22,273.50	19,000.00	
108 0	26 0	17 0	2,808	58,968	1903.....			
131 0	13 3	8 0	702	7,740	1903.....			
45 3	13 3	8 0	600	6,600	1903.....		8,800.00	Do.
46 6	18 3	11 0	847	11,050	1903.....			
44 0	16 0	12 0	672	10,200	No record.		290.00	Fair.
9 11	5 3	7 6	52	407	1904.....	45.76	40.00	Good.
16 4		8 0		1,770	1900.....	208.15	160.00	Do.
16 4		8 0		1,770	1901.....	245.01	200.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

LEAGUE ISLAND, PA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Coal bins.</i>				
1	Y. and D.		Frame			
2	S. and A.		do			
3	Equipment		do			
4	Navigation		do			
5	C. and R.		do			
6	do		do			
7	Y. and D.		do			
8	Navigation		do			
9	Ordnance		do			
10	C. and R.		do			
11	do		do			
12	do		do			
13	Equipment		do			
14	do		do			
15	do		do			
16	Y. and D.		do			
17	Equipment		do			
18	do		do			
		Total				
		<i>Miscellaneous.</i>				
		Furniture				
		Live stock				
		Carts and vehicles				
		Yard craft				
		Cranes, shears, and derricks				
		Track and platform scales				
		Workshop appliances				
		Water-front appliances				
		Railroad stock, etc				
		Machinery				
		Total				
		Grand total				

MARE ISLAND, CAL.

	<i>Land and permanent improve- ments.</i>				
	Land				
	Yard walls and fences				
	Quay walls				
	Wharves and piers				
	Channel improvements				
	Roads				
	Sidewalks				
	Terrace or retaining walls				
	Railway tracks				
	Crane tracks				
	Bridges				
	Drainage and sewerage sys- tem.				
	Water system				
	Fire-protection system and apparatus.				
	Electric-light system				
	Power system				
	Heating system				
	Telephone system				
	Total				

a Under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

LEAGUE ISLAND, PA,—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
80 5	59 6	8 0	4,784	38,278	1899.....	\$405.15	\$300.00	
90 0	72 0	8 0	6,480	51,840	1900.....	1,458.74	1,200.00	
133 0	98 0	8 0	11,970	95,760	1903.....	177.80	142.00	
87 0	27 3	3 0	2,370	7,112		129.15	103.00	
20 6	28 0	9 0	574	5,166		214.20	171.00	
34 0	28 0	9 0	952	8,568		1,364.05	1,090.00	
97 0	56 3	10 0	5,456	54,562	1899.....	405.15	300.00	
62 6	30 6	4 6	1,906	8,578	1902.....	380.89	300.00	
52 0	30 0	8 0	1,560	12,480		100.80	80.00	
32 0	14 0	9 0	448	4,032		108.90	87.00	
22 0	22 0	9 0	484	4,356		140.62	112.00	
25 0	25 0	9 0	625	5,625		333.00	266.00	
37 0	36 0	10 0	1,332	13,320		195.62	156.00	
47 0	36 0	9 0	869	7,825				
37 0	11 0							
43 0	37 4	9 0	1,063	9,571		239.27	190.00	
39 4	16 9							
127 6	71 6	10 0	9,116	91,160	1905.....	2,301.83	2,300.00	
32 0	32 0	8 0	1,024	8,192	1898.....	463.70	300.00	
300 0	150 0	10 0	45,000	450,000				
							1,770,047.00	
							7,900.00	
							2,000.00	
							3,200.00	
							4,800.00	
							65,000.00	
							4,800.00	
							500.00	
							9,500.00	
							16,400.00	
							114,100.00	
							7,289,567.00	

MARE ISLAND, CAL.

							\$108,000.00	
							5,000.00	
							245,000.00	
							65,000.00	
							278,000.00	
							75,000.00	
							11,500.00	
							10,000.00	
							55,000.00	
							30,000.00	
							2,000.00	
							26,000.00	
							105,000.00	
							22,000.00	
							45,000.00	
							85,000.00	
							15,000.00	
							15,000.00	
							1,209,500.00	

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

MARE ISLAND, CAL.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Dry docks and accessories, ma- rine railways, building slips.</i>						
1		Dry dock	Stone			
a 2		do	do	Concrete		
Total						
<i>Officers' quarters.</i>						
A	Y. and D	Commandant	Wood	Brick	3	Shingle
B	do	Captain of yard	do	do	3	do
C	do	General storekeeper	do	do	3	do
D	do	Equipment officer	do	do	3	do
E	do	Naval constructor	do	do	3	do
F	do	Assistant naval constructor	do	do	1	do
G	do	Unassigned	do	do	1	do
H	do	Civil engineer	do	do	3	do
I	do	Apartment house	do	Stone	3	do
J	do	Surgeon of yard	do	Brick	3	do
K	do	Paymaster	do	do	3	do
L	do	Ordnance officer	do	do	3	do
M	do	Steam engineering officer	do	do	3	do
N	do	Aid to commandant	do	do	3	do
O	do	Assistant equipment officer	do	do	3	do
P	do	Officer in charge of observa- tory.	do	Wood	1	do
Q	do	Chaplain	do	do	2	do
R	do	Chief boatswain	do	do	1	do
<i>Civil employees' quarters.</i>						
16	Y. and D	Stable keeper	Wood	Wood	2	Shingle
17	do	Freight clerk	do	do	1	do
18	do	Stable employees	do	do	1	do
19	do	Electric light fireman	do	do	1	do
20	do	Destroyed				
21	do	Mail messenger	Wood	Wood	1	Shingle
23	do	Master flagmaker	do	do	1	do
24	do	Commandant's driver	do	do	1	do
25	do	Civil employees	do	do	2	do
29	do	Electrician	do	Brick	2	do
31	do	Fire engine drivers' and fire- men's mess.	do	Wood	1	do
31	do	Quarters of electrical machin- ist.	do	do	1	do
33	do	Quarters, pilot	do	do	1	do
Total						
<i>Workshops, storehouses, offices, and miscellaneous structures.</i>						
33	Equipment	Pigeon house				
35	do	Granary				
36	C. and R.	Foundry	Brick	Stone	1	Slate
		Chain shed	Wood and iron.	Concrete	1	Shingle
37	Equipment	Chain shed extension	do	do	1	do
38	C. and R.	Shed over cupolas	Iron	do	2	Iron
39	Equipment	Chain shed				
40	C. and R.	Plumber shop	Brick	Stone	1	Tin
41	Y. and D.	Gatehouse				
42	C. and R.	Smithery	Brick	Stone	1	Tin
43	Y. and D.	Guardhouse				
44	C. and R.	Gas plant	Brick	Brick	1	Shingle
45	Equipment	Riggers and sailmakers	do	Stone	2	Slate
46	C. and R.	Roof over bending slab	Iron	Concrete	1	Iron
47	Y. and D.	Office building	Brick	Stone	2	Slate
48	do	Boiler room	do	do	1	do
49	do	Freight shed	Wood	Wood	1	Shingle
		Freight shed, extension	Steel	Steel	1	Steel
50	C. and R.	Dynamo room	Brick	Brick	2	Tin
51	do	Offices and spar shed	do	Stone	2	Slate

a Under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

MARE ISLAND, CAL.—Continued.

Length.	Width.	Height of keels.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
517 0	80 7				1891	\$2,698,620.00	\$2,000,000.00	Excellent.
755 0	101 11					1,385,000.00		
							2,000,000.00	
77 0	67 0	30 0	3,718	141,500	1900	15,000.00	13,375.00	Excellent.
77 0	47 0	28 0	3,135	109,132	1900	10,000.00	8,500.00	Do.
77 0	47 0	28 0	3,135	114,644	1900	10,000.00	8,500.00	Do.
77 0	47 0	28 0	3,135	114,644	1900	10,000.00	8,500.00	Do.
77 0	47 0	28 0	3,135	109,132	1900	10,000.00	8,500.00	Do.
36 0	30 0	10 0	1,080	15,120	1898		465.00	Good.
36 0	24 0	9 0	864	11,936	1898	600.00	465.00	Do.
77 0	47 0	28 0	3,135	114,644	1900	10,000.00	8,500.00	Excellent.
93 0	42 0	29 0	4,746	180,350	1900	15,000.00	13,375.00	Do.
77 0	47 0	28 0	3,135	109,132	1900	10,000.00	8,500.00	Do.
77 0	47 0	28 0	3,135	114,644	1900	10,000.00	8,500.00	Do.
77 0	47 0	28 0	3,135	109,132	1900	10,000.00	8,500.00	Do.
77 0	47 0	28 0	3,135	114,644	1900	10,000.00	8,500.00	Do.
77 0	47 0	28 0	3,135	114,644	1900	10,000.00	8,500.00	Do.
77 0	47 0	28 0	3,135	109,132	1900	10,000.00	8,500.00	Do.
44 0	24 0	10 0	1,056	14,784			180.00	Poor.
40 0	26 0	18 0	1,000	21,500			310.00	Do.
36 0	24 0	8 0	864	9,500	1898	600.00	390.00	Fair.
40 0	35 0	18 0	1,368	31,464			270.00	Poor.
36 0	24 0	10 0	1,192	13,232	1898	800.00	465.00	Good.
32 0	24 0	8 0	768	8,832			170.00	Fair.
47 0	32 0	10 0	1,192	15,596	1898	600.00	465.00	Good.
36 0	24 0	10 0	864	13,232	1898	600.00	465.00	Good.
48 0	32 0	12 0	1,297	19,455	1898	400.00	295.00	Do.
38 0	27 0	11 0	1,026	13,851	1898	845.00	630.00	Do.
107 0	77 0	18 0	3,621	75,851		12,475.00	675.00	Poor.
30 0	32 0	21 0	660	15,890	1897	2,300.00	1,460.00	Fair.
24 0	16 0	12 0	384	4,608			45.00	Poor.
36 0	24 0	8 0	864	9,500	1898	600.00	340.00	Good.
36 0	24 0	8 0	864	9,500	1898	600.00	340.00	Do.
							127,680.00	
								Removed.
190 0	55 0	26 0	7,150	336,000	1871		7,300.00	Destroyed.
68 0	35 0	14 0	2,380	45,220	1897	2,200.00	1,650.00	Good.
68 0	35 0	14 0	2,380	45,220	1901	4,000.00	3,800.00	Do.
49 0	26 0	18 0	1,144	25,170	1901	1,368.00	900.00	Do.
55 0	48 0	26 0	2,640	87,950	1871		8,400.00	Destroyed.
300 0	55 0	26 0	16,500	544,500	1871	170,000.00	53,750.00	Good.
50 0	30 0	26 0	2,500	95,000	1871		6,000.00	Destroyed.
200 0	60 0	32 0	12,000	47,400	1864	53,000.00	40,000.00	Poor.
145 0	68 0	16 0	9,860	219,680	1893	6,000.00	1,900.00	Good.
130 0	60 0	36 0	7,340	221,400	1870	55,000.00	24,500.00	Poor.
70 0	55 0	28 0	3,850	138,000	1871		12,000.00	Do.
62 0	37 0	14 0	2,294	45,576	1892	2,500.00	720.00	Good.
60 0	36 0	20 0	2,160	43,200	1904	8,000.00	7,000.00	Poor.
62 0	48 0	34 0	2,976	139,872			11,900.00	Excellent.
400 0	65 0	33 0	26,000	1,082,000	1857	150,000.00	112,000.00	Good.

^b Cost included in 42.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

MARE ISLAND, CAL.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
51A	S. and A.	Chemical laboratory	Wood	Wood	1	Shingle
52	C. and R.	Machine shop No. 1	Brick	Brick	2	do
53	do	Mold loft and metal storage	do	Stone	2	Slate
54	do	Air compressors	do	Brick	1	Tin
55	Y. and D.	Machinestop and joinershop	do	Stone	2	Slate
56	do	Band stand	Wood	Wood	1	Tin
57	C. and R.	Coal bins				
58	do	Work sheds				
59	Y. and D.	Coal bins				
60	C. and R.	Engine house, marine railway	Wood	Brick	1	Shingle
61	Y. and D.	Water-closet	Brick	Stone	1	Tin
62	C. and R.	Ship fitters	Iron	Concrete	1	Iron
63	do	Boat shed				
64	Y. and D.	Pump house No. 1	Brick	Stone	1	Tin
65	Equipment	Storehouse and offices	Brick and iron.	Concrete	3	do
66	C. and R.	Stores at dock				
67	Equipment	Observatory	Brick	Brick	1	Shingle
68	Y. and D.	Water-closet at dock				
69	S. and A.	Storehouse	Brick	Stone	3	Slate
		Addition to	Brick and iron.	Concrete	3	Tin
70	C. and R.	do	do	do	3	do
		Paint shop				
71	S. and A.	Storehouse and steam engi- neer office.	Brick	Stone	3	Tin
72	Y. and D.	Store shed				
73	S. and A.	Oil house	Brick	Brick	1	Tin
		Addition to	do	do	1	do
74	C. and R.	do	do	do	1	do
		Lumber shed				
75	Equipment	Coal shed				
76	C. and R.	Sawmill				
77	Ordnance	Office and stores	Brick	Stone	2	Slate
78	C. and R.	Boiler house				
79	Ordnance	Tool room	Brick	Stone	1	Tin
80	S. and A.	Timber storage				
81	Ordnance	Gun carriage shed	Wood	Wood	1	Shingle
82	Y. and D.	Nursery	do	do	1	Glass
83	Ordnance	Gun carriage shed	do	do	1	Shingle
84	Y. and D.	Naval prison	Brick	Stone	2	Iron
		Naval prison extension	Brick and iron.	Concrete	2	do
85	S. E.	do	do	do	2	do
		Naval prison toilets				
86	Y. and D.	Foundry	Brick	Stone	1	Tin
87	S. E.	Stable shed	Wood	Wood	1	Shingle
88	Y. and D.	Machine shop	Brick	Stone	2	Tin
89	S. E.	Stables	do	do	2	do
		Smithery	do	do	1	Slate
90	Y. and D.	Carriage house	Wood	Wood	1	Shingle
91	S. E.	Boiler shop	Brick	Stone	1	Slate
92	Y. and D.	Old stables	Wood	Wood	1	Shingle
93	S. E.	Boiler room and copper- smiths' shop.	Brick	Stone	1	Tin
94	S. and A.	Store shed				
95	S. E.	Coppersmiths' shop	Brick	Stone	1	Tin
96	C. and R.	Shipfitters' shop	Iron	Concrete	1	Iron
97	S. D.	Store shed	Wood	Wood	1	Shingle
98	S. and A.	Timber-storage shed	Iron	Concrete	1	Iron
99	Y. and D.	Fire-engine house	Brick and iron.	do	2	Tin
99A	do	Fire-engine house extension	Concrete and iron.	do	2	Iron
100	S. and A.	Timber storage shed	Iron	do	1	do
		Workshop	Brick and iron.	do	3	Tin
101	Equipment	Workshop extension	Corru- gated iron.	do	3	do
102	S. and A.	Boiler house	Iron	do	1	Iron
		Timber storage shed	do	do	1	do

a Diameter.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

MARE ISLAND, CAL.—Continued.

Length.	Width.	Height of ceaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
40 0	40 0	17 0	1,600	33,600	1905	\$1,500.00	\$1,450.00	Excellent.
200 0	70 0	31 0	14,000	508,000	1873	106,000.00	55,000.00	Fair.
400 0	65 0	33 0	26,000	1,082,000	1854	150,000.00	112,000.00	Do.
52 0	44 0	14 0	2,288	41,184	1895	3,470.00	3,400.00	Good.
400 0	60 0	33 0	24,000	1,008,000	1854	140,000.00	112,000.00	Fair.
18 0	18 0	10 0	254	2,870	1896	360.00	315.00	Good.
								Removed.
								Destroyed.
								Removed.
22 0	16 0	9 0	352	4,048			45.00	Poor.
30 0	18 0	16 0	540	9,720	1893	4,000.00	1,450.00	Fair.
82 0	92 0	18 0	7,544	196,144	1897	10,000.00	7,250.00	Good.
								Destroyed.
48 0	43 0	20 0	2,064	92,500	1887		10,250.00	Good.
154 0	54 0	33 0	8,316	349,270	1901	50,000.00	47,000.00	Excellent.
								Destroyed.
55 0	18 0	18 0	990	14,850			1,350.00	Poor.
								Destroyed.
190 0	55 0	33 0	10,450	428,450	1865	75,000.00	59,000.00	Good.
112 0	55 0	33 0	6,160	252,560	1901	40,000.00	38,500.00	Excellent.
								Do.
98 0	55 0	33 0	5,390	221,000	1902	40,000.00	38,500.00	Destroyed.
400 0	55 0	32 0	22,000	902,000	1858	167,500.00	92,600.00	Fair.
								Destroyed.
150 0	30 0	19 0	6,240	118,560	1893	8,600.00	21,500.00	Good.
60 0	30 0	19 0	1,800	34,200	1898	12,000.00		Do.
90 0	30 0	19 0	2,700	51,300	1905	7,500.00		Excellent.
								Destroyed.
								Removed.
								Destroyed.
200 0	60 0	31 0	12,000	486,000	1870	61,000.00	49,000.00	Good.
								Destroyed.
30 0	24 0	9 0	720	8,640			740.00	Fair.
								Destroyed.
100 0	46 0	12 0	4,600	78,400			2,250.00	Poor.
35 0	15 0	4 0	525	3,150			90.00	Do.
160 0	28 0	11 0	4,480	86,640			2,250.00	Do.
57 0	36 0	26 0	2,052	60,510	1891	11,500.00	9,300.00	Good.
50 0	36 0	26 0	1,800	52,200	1901	15,000.00	14,350.00	Excellent.
21 0	20 0	26 0	420	12,180	1903			
330 0	70 0	32 0	23,100	970,200	1858		89,000.00	Fair.
200 0	18 0	12 0	3,600	52,200	1896	750.00	375.00	Do.
360 0	70 0	40 0	25,200	1,310,400	1858	672,000.00	138,000.00	Do.
142 0	42 0	24 0	5,364	178,920	1862	88,500.00	18,500.00	Do.
169 0	70 0	33 0	11,830	508,690	1858		50,000.00	Poor.
100 0	16 0	7 0	1,600	14,400	1894	300.00	180.00	Do.
160 0	70 0	33 0	11,200	481,600	1878		49,000.00	Fair.
150 0	45 0	18 0	6,750	168,750			800.00	Poor.
108 0	45 0	18 0	4,860	97,200	1858		7,350.00	Good.
								Destroyed.
108 0	27 0	18 0	2,916	58,320	1897	7,527.00	4,700.00	Good.
230 0	50 0	18 0	11,500	299,000	1897	80,000.00	25,500.00	Do.
50 0	40 0	11 0	2,000	32,000			200.00	Poor.
234 0	60 0	14 0	14,040	351,000	1898	22,000.00	19,300.00	Excellent.
45 0	40 0	22 0	1,800	50,400	1900	7,000.00	5,900.00	Do.
								Do.
40 0	34 0	29 0	1,564	54,800	1905	4,000.00	4,000.00	Do.
								Do.
250 0	60 0	14 0	15,000	360,000	1902	20,000.00	18,800.00	Do.
120 0	60 0	38 0	7,200	338,400	1901	35,000.00	38,650.00	Do.
								Do.
70 0	60 0	38 0	4,200	197,400	1905	25,000.00	24,750.00	Do.
								Do.
30 0	60 0	18 0	1,800	41,400	1901	10,000.00	9,400.00	Do.
250 0	60 0	14 0	15,000	361,000	1904	20,000.00	18,800.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

MARE ISLAND, CAL.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
103	Y. and D.	Office Board of Labor and Inspection.	Wood.	Brick.	1	Tin.
104	do	Chapel.	do	do	1	Shingle.
105	do	Storage shed.	Wood and iron.	Concrete	1	Iron.
106	C. and R.	Boatshop.	Brick and iron.	do	1	Tin.
107	Y. and D.	Shed for lumber.	Wood.	Wood.	1	Shingle.
a108	C. and R.	Shipwrights' shop.	do	do	1	do
109	Y. and D.	Coal-storage cylinders.	Iron.	Brick.	1	Iron.
b110	do	Pump house No. 2.	do	do	1	do
111	Ordnance	Machine shop.	Iron.	Concrete	1	Iron.
112	C. and R.	Plumbers', tinnerns', and painters' shop.	do	do	2	do
113	do	Shelter roof for boats.	do	do	1	do
114	do	Sawmill.	Brick and iron.	do	2	Slate.
115	Equipment	Boiler house.	do	do	1	do
		Chain shed.	Iron.	do	2	Iron.
116	C. and R.	Machine shop No. 2.	do	do	1	do
		Extension.	do	do	1	do
117	Equipment	Tool room.	Wood and iron.	do	2	do
		Chain shed.	do	do	1	do
118	C. and R.	Joiner shop.	Brick and iron.	Concrete	2	Tin.
119	do	Block-makers' shop.	Iron.	do	2	Iron.
120	Y. and D.	Water-closet.	Wood.	do	1	Shingle.
121	do	Light and power station.	do	Wood.	1	Prepared.
122	S. E.	Machine shop.	Brick and iron.	Concrete	1	Slate.
123	Y. and D.	Gate and guard house.	Wood.	do	2	Tin.
125	M. and S.	Medical dispensary.	do	Brick.	2	do
127	Y. and D.	Crematory.	Wood and iron.	Concrete	2	Iron.
128	S. E.	Foundry.	Brick and iron.	do	1	Slate.
129	Y. and D.	Rock crusher.	Wood.	Wood.	2	Shingle.
135	S. E.	Water closet.	do	Concrete	1	Tin.
136	C. and R.	do	Iron.	do	1	Iron.
137	Equipment	Anchor shed.	do	do	1	do
140	Navigation	Washhouse.	Wood.	Wood.	1	Shingle.
141	Equipment	Coal-storage shed.	Iron.	Concrete	1	Iron.
142	Navigation	Boiler house.	do	do	1	do
143	Equipment	Coal-storage shed.	do	do	1	do
144	Navigation	Bath house.	Wood.	Wood.	1	Shingle.
145	Equipment	Coal-storage shed.	Iron.	Concrete	1	Iron.
146	Navigation	Drill room.	Wood.	Piling.	2	Shingle.
147	Equipment	Coal-storage shed.	Iron.	Concrete	1	Elaterite.
148	C. and R.	Dry-kiln.	Brick.	do	1	Tin.
149	Equipment	Coal-storage shed.	Wood.	Piling.	1	Elaterite.
150	do	Wireless-telegraph station.	do	Wood.	1	Shingle.
151	do	Coal-storage shed.	do	Piling.	1	Elaterite.
a152	S. E.	Auxiliary machine shop.	do	do	1	do
153	Equipment	Coal-storage shed.	Wood.	Concrete	1	Elaterite.
a154	Y. and D.	Water-closet at dry dock.	do	do	1	do
155	Equipment	Coal-storage shed.	Wood.	Concrete	1	Elaterite.
156	Navigation	Target gallery.	do	Wood.	1	do
157	C. and R.	Oil tanks.	Steel.	Concrete	1	Steel.
158	Navigation	Firing-point building.	Wood.	do	1	Tin.
159	Equipment	Shed over brass furnace.	do	Wood.	1	Shingle.
160	Navigation	Revolver gallery.	do	Concrete	1	Tin.
161	C. and R.	Coal-storage shed.	do	Wood.	1	Shingle.
163	Equipment	do	do	do	1	Elaterite.
164	C. and R.	Latrine, building 116.	do	Concrete	1	Tin.
165	Y. and D.	Store shed.	Steel and brick.	do	1	Steel.
183	S. and A.	Condemned stores.	Wood.	Wood.	1	Shingle.
185	Y. and D.	Cement shed.	do	do	1	do
Total						

a Under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

MARE ISLAND, CAL.—Continued.

Length.	Width.	Height of eaves.	Superficial area.	Cubical contents.	Date of completion.	Original cost.	Value.	Condition.
<i>Fl.</i> <i>in.</i>	<i>Fl.</i> <i>in.</i>	<i>Fl.</i> <i>in.</i>	<i>Sq.</i> <i>ft.</i>	<i>Cub.</i> <i>ft.</i>				
52 0	34 0	16 0	1,768	45,290	1898.....	\$2,200.00	\$1,800.00	Good.
72 0	29 0	12 0	2,088	43,178	1901.....	5,000.00	4,700.00	Excellent.
160 0	55 0	12 0	8,800	140,800	1893.....	3,500.00	1,900.00	Poor.
300 0	100 0	32 0	30,000	1,020,000	1904.....	72,000.00	70,000.00	Excellent.
94 0	50 0	14 0	4,700	103,400	1898.....	545.00	390.00	Good.
c 40 0		50 0	1,256	62,800	1900.....	61,633.00 49,000.00	39,000.00	Fair.
160 0	62 0	29 0	9,920	337,280	1902.....	28,000.00	26,700.00	Excellent.
131 0	61 0	22 0	7,991	239,730	1900.....	22,000.00	20,500.00	Do.
280 0	42 0	13 0	1,176	223,440	1899.....	14,300.00	13,700.00	Do.
192 0	61 0	37 0	1,171	252,740	1901.....	75,006.00	71,500.00	Do.
48 0	48 0	20 0	2,304	61,060	1901.....			
60 0	40 0	22 0	2,400	67,200	1901.....	4,500.00	3,900.00	Good.
120 0	70 0	35 0	8,400	379,200	1901.....	34,000.00	32,000.00	Excellent.
80 0	70 0	35 0	5,600	196,000	1905.....	50,000.00	57,000.00	Do.
60 0	40 0	35 0	4,800	91,200	1905.....			
250 0	90 0	43 0	22,500	1,237,500	1904.....	100,000.00	97,500.00	Destroyed. Excellent.
75 0	60 0	33 0	4,500	193,500	1901.....	16,000.00	15,200.00	Do.
22 0	16 0	10 0	352	4,220			325.00	Poor.
60 0	30 0	18 0	1,800	32,400			225.00	Do.
200 0	90 0	45 0	18,000	720,000	1903.....	63,800.00	62,400.00	Excellent.
86 0	60 0	38 0	5,760	211,240	1901.....	27,500.00	24,000.00	Do.
51 0	43 0	28 0	2,193	66,890	1904.....	9,500.00	8,500.00	Do.
39 0	25 0	27 0	975	24,350	1901.....	7,500.00	6,750.00	Good.
180 0	90 0	40 0	16,200	620,280	1903.....	66,560.00	66,000.00	Excellent.
32 0	30 0	18 0	960	21,120	1901.....		225,000.00	Fair.
24 0	16 0	10 0	384	4,610	1899.....	1,000.00	360,000.00	Poor.
20 0	16 0	10 0	320	3,840	1901.....		380,000.00	Fair.
80 0	60 0	21 0	4,800	129,600	1902.....	7,000.00	6,400.00	Good.
60 0	40 0	13 0	2,400	44,400	1899.....	8,000.00	2,375.00	Do.
120 0	72 0	20 0	7,200	240,480	1901.....	12,500.00	11,875.00	Excellent.
24 0	24 0	12 0	576	10,370	1899.....		325,000.00	Poor.
120 0	72 0	20 0	7,200	240,480	1901.....	12,500.00	11,875.00	Excellent.
60 0	15 0	10 0	900	11,250	1899.....	1,621.00	1,425.00	Good.
120 0	72 0	20 0	7,200	240,480	1901.....	12,500.00	11,875.00	Excellent.
84 0	40 0	28 0	3,360	113,240	1902.....	9,000.00	8,000.00	Do.
120 0	72 0	20 0	7,200	240,480	1903.....	10,000.00	9,300.00	Do.
68 0	14 0	12 0	1,267	20,300	1902.....		3,450.00	Good.
116 0	94 0	20 0	10,904	327,120	1902.....	7,000.00	6,400.00	Excellent.
14 0	14 0	17 0	196	2,722	1903.....		100.00	Poor.
116 0	90 0	20 0	10,440	313,200	1902.....	7,000.00	6,400.00	Excellent.
120 0	72 0	20 0	7,200	240,480	1903.....	5,000.00 6,000.00	5,400.00	Do.
120 0	72 0	20 0	7,200	240,480	1903.....	6,000.00	5,400.00	Do.
70 0	12 0	15 0	840	14,280	1902.....	838.75	760.00	Do.
94 0	50 0	17 0	4,700	112,800	1903.....	14,500.00	13,700.00	Do.
62 0	46 0	23 0	2,852	50,552	1905.....	5,200.00	5,000.00	Do.
70 0	25 0	14 0	1,250	21,050	1903.....	890.00	360.00	Poor.
92 0	42 0	20 0	3,864	85,000	1905.....	12,400.00	12,000.00	Excellent.
72 0	46 0	14 0	3,312	34,800			450.00	Poor.
120 0	72 0	20 0	7,200	240,480	1903.....	6,000.00	5,400.00	Excellent.
82 0	16 0	10 0	1,312	18,368	1905.....		2,000.00	Do.
100 0	50 0	27 0	5,000	160,000	1905.....	8,000.00	7,350.00	Do.
80 0	26 0	10 0	2,080	27,000	1905.....	1,000.00	1,000.00	Do.
50 0	37 0	10 0	1,850	29,600	1905.....	600.00	600.00	Good.
							2,254,290.00	

^b Under construction. Cost included in dock No. 2.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

MARE ISLAND, CAL.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Miscellaneous</i>				
		Furniture				
		Live stock				
		Carts and vehicles				
		Yard craft				
		Cranes, shears, and derricks				
		Track and platform scales				
		Workshop appliances				
		Water-front appliances				
		Railroad stock				
		Machinery				
	Y. and D.	Pavement ^a	Asphalt.	Concrete		
	do	Pavement ^b	Wood	do		
	do	Pavement ^c	do	do		
	do	Pavement ^d	do	do		
	do	Pavement ^e	Bitumen.	do		
		Total				
		Grand total				

NEW LONDON, CONN.

		<i>Land and permanent improve- ments.</i>				
	Y. and D.	Land				
		Yard walls and fences				
		Quay walls				
		Wharves and piers	Wood and steel.	Piles and concrete.		
		Water system				
		Fire-protection system and apparatus				
		Heating system				
		Total				
		<i>Officers' quarters.</i>				
		Vacant	Wood	Stone	2	Shingle.
		do	do	do	2½	do
		Total				
		<i>Workshops, storhouses, offices, and miscellaneous structures.</i>				
1	Y. and D.	Storehouse and officer	Brick	Stone	2	Slate
2	do	do	do	do	2	do
3	(f)	Drill shed	do	do	1	do
4	(f)	Machine shop	Wood	Post	1	Shingle.
5	Y. and D.	Watchhouse	do	Stone	1	do
6	do	Stable	do	do	2	do
7	Equipment	Coal shed	Steel	Pile and concrete.	1	Corrugated steel.
8	do	N. bridge tramway	do	do		
9	do	S. bridge tramway	do	do		
10	Y. and D.	Water tank and tower	Steel tow- er, wood tank.	Concrete		Shingle tank
11	Equipment	Coal pockets	Wood	Pile	1	Canvas
12	do	do	do	do	1	do
13	Y. and D.	do	do	do	1	Tin
		Water system—pipes and hy- drants				
		Total				

^a On Dock street and Mare Island avenue.
^b On Central avenue and south of building No. 51.
^c At gatehouse, building No. 123.
^d Dock street and Mare Island avenue.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

MARE ISLAND, CAL.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$7,800.00	
							1,750.00	
							3,800.00	
							26,000.00	
							130,000.00	
							2,000.00	
							8,000.00	
							16,000.00	
							10,000.00	
							60,000.00	
			89,300		1903.....	\$21,330.00	18,000.00	Excellent.
			19,300		1901.....	8,685.00	7,000.00	Good.
			6,000		1901.....	2,700.00	2,350.00	Do.
			72,910		1902.....	27,340.00	24,000.00	Do.
			5,200		1901.....	1,404.00	1,150.00	Excellent.
							317,850.00	
							5,909,320.00	

NEW LONDON, CONN.

							\$40,000.00	
							1,000.00	
184	0	50	0				14,872.72	
							69,620.92	
							7,395.00	
							250.00	
							800.00	
							133,938.64	
28	6	43	0	13	6	935	19,000	
41	6	35	0	26	6	1,262	43,000	
					1874.....	\$1,500.00	500.00	Poor.
						4,000.00	3,000.00	Fair.
							3,500.00	
100	0	40	0	24	0	4,000	120,000	1872.....
100	0	40	0	24	0	4,000	120,000	1874.....
182	0	40	0	18	0	7,280	167,500	1881.....
53	0	31	6	13	0	1,670	30,000	
50	0	15	6	9	6	775	155,000	
76	0	47	6	16	0	2,750	51,600	
289	6	93	0	11	6	27,460	680,300	June, 1900.....
317	6	9	0					do.....
317	6	9	0					do.....
	20	0	(h)					Oct., 1900.....
98	0	12	0	16	0	1,176	20,000	July, 1901.....
122	0	12	0	21	0	1,464	23,500	Jan., 1902.....
88	0	32	0	42	0	2,816		Sept., 1904.....
							4,043.44	
							181,869.79	

e North of gatehouse.
f Assigned to the U. S. Marine Corps May 22, 1906, by the authority of the Secretary of the U. S. Navy.
g Capacity, 7,000 tons.
h 30 feet diameter.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

NEW LONDON, CONN.—Continued.

No.	Bureau.	Use.	Material	Founda- tion.	Number of stories.	Kind of roof.
		<i>Miscellaneous.</i>				
		Furniture .....	.....	.....	.....	.....
		Live stock .....	.....	.....	.....	.....
		Carts and vehicles .....	.....	.....	.....	.....
		Workshop appliances .....	.....	.....	.....	.....
		Water-front appliances .....	.....	.....	.....	.....
		Machinery .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		Grand total .....	.....	.....	.....	.....

NEW ORLEANS.

		<i>Land and permanent improve- ments.</i>				
		Land				
		Wharves and piers	^a Steel and wood.	Creosoted piles.		
		Railway tracks				
		Sewerage system				
		Water system				
		Fire-protection system and apparatus				
		Electric-light system				
		Total				
		<i>Dry docks and accessories, etc.</i>				
1a	Y. and D.	Floating dock	Steel			
1b	do	Approaches	Steel and wood.	Creosoted piles.		
		Total				
		<i>Workshops, storerooms, offices, and miscellaneous structures.</i>				
1	Y. and D.	Offices Y. and D.	Wood	Brick	1	Shingle
2	C. and R.	Power house	Brick, steel	Piles, con- crete.	1	Slate
4	do	Machine shop	do	do	2	do
	do	Cupola addition	do	do	2	do
6	S. E.	Machine shop	do	do	2	Rubberoid, copper.
7	C. and R.	Office building	Wood	Brick	1	Shingle
8	Y. and D.	do	Brick	Piles, con- crete.	2	Slate
b9	do	Power house	Brick, steel	do	2	Copper
b10	S. and A.	Storehouse	do	do	2	Slate
b11	Y. and D.	Shops and offices	do	do	2	do
b16	Equipment	do	do	do	2	do
17	Y. and D.	Drafting room	Wood	Brick	1	Shingle
18	do	Temporary storehouse	do	Wood	1	Paper
19	M. and S.	Dispensary	do	Brick	1	do
(b)	Y. and D.	Latrines	Brick	Concrete	1	Slate
	C. and R.	Storehouse	Wood	Located on wharf.	1	Flint-kote
	do	Paint storehouse	do	Piles.	1	do
dA	U. S. M. C.	Marine quarters	Brick	Brick	2	Slate
dB	do	do	Wood	do	1	Shingle
dC	do	do	do	do	2	Slate
dD	Y. and D.	Janitor's quarters	do	do	2	Shingle
dE	do	Sailors' quarters	do	do	1	Slate
dF	do	do	do	do	1	Shingle
dG	Equipment	Wireless telegraph station	do	do	1	do
		Total				

^a In with No. 2.

^b Under construction.

^c Boiler room.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

NEW LONDON, CONN.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$800.00	
							150.00	
							330.00	
							50.00	
							330.00	
							3,170.00	
							4,830.00	
							324,138.43	

NEW ORLEANS.

							\$151,450.00	
560 0	80 0							
					June 27, 1906	\$41,800.00	21,051.96	
							41,800.00	
							4,200.00	Very good.
							1,214.88	Excellent.
							1,500.00	Very good.
							221,216.84	
525 0	100 0				May 27, 1902	809,712.52	809,712.52	Very good.
627 0	25 0				May 10, 1905	10,000.00	10,000.00	Do.
							819,712.52	
26 4	26 4	12 6	693	8,662	July 19, 1901	1,065.00	1,065.00	Excellent.
87 6	40 0	31 8	3,500	119,330	Mar. 11, 1904	95,000.00	95,000.00	Good.
276 10	66 10	39 0	18,782	885,120	(a)			Do.
13 6	21 0	28 6	283	9,339				Do.
282 11	92 11							
99 10	80 6	40 0	29,166	922,544	Feb. 3, 1906	135,000.00	135,000.00	Excellent.
99 10	80 6							
26 4	26 4	12 6	693	8,662	Aug. 1, 1902	1,275.00	1,275.00	Do.
90 0	50 0	35 0	4,500	157,500	Apr. 2, 1905			Do.
106 0	71 0	46 0	7,526	361,248				
201 10	61 10	40 11	12,479	510,763				
176 10	66 8	36 2	11,715	483,824				
24 0	25 0	20 0	529	10,580				
246 0	62 0	32 0	15,252	585,208				
41 4	26 4	12 6	1,088	14,093	July 10, 1903	2,240.00	2,240.00	Do.
20 0	20 0	7 0	400	3,400	Sept. 6, 1902	130.00	130.00	Do.
20 0	20 0	8 0	400	3,600	Oct., 1902	221.00	221.00	Do.
40 0	25 0	12 0	1,000	15,000				
20 0	20 0	7 0	400	3,400	Apr. 17, 1902	150.00	150.00	Good.
20 0	20 0	7 0	400	3,400		100.00	100.00	Fair.
67 0	26 0	66 0	4,422	114,972		Unknown.	175.00	Poor.
75 6	51 0	15 0	3,850	57,750		do	300.00	Fair.
65 0	42 6	24 0	2,763	66,288		do	380.00	Do.
77 6	61 6	28 0	4,766	109,618		do	225.00	Poor.
33 0	24 0					do	75.00	Fair.
29 0	24 4	14 0	792	11,088		do		
18 2	13 0	12 0	942	11,304		do	25.00	Poor.
17 0	15 0	12 0	255	3,060		do		
25 6	34 0	10 6	867	9,587		do	100.00	Good.
							236,461.00	

a Acquired by expropriation.

e Built by yard labor. Acquired by expropriation.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

NEW LONDON, CONN.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Miscellaneous.</i>				
		Furniture				
		Live stock				
		Carts and vehicles				
		Yard craft				
		Cranes, shears, and derricks ^a				
		Track and platform scales				
		Workshop appliances				
		Water-front appliances				
		Railroad stock, etc				
		Machinery				
		Total				
		Grand total				

NEWPORT, R. I. (GOVERNMENT LANDING).

		<i>Land and permanent improve- ments.</i>				
		Land				
		Wharves and piers				
		Roads and walks				
		Drainage and sewer system				
		Total				
		<i>Miscellaneous structures.</i>				
Y. and D		Waiting room	Wood	Piles	1½	Shingle
do		Storeroom, office, and guard quarters.	do	do	1½	do
		Total				
		Grand total				

NEW YORK.

		<i>Land and permanent improve- ments.</i>				
		Land				
		Yard walls and fences				
		Quay walls				
		Wharves and piers				
		Roads				
		Sidewalks				
		Terrace or retaining walls, etc				
		Railway tracks				
		Crane tracks				
		Bridges				
		Drainage and sewer system				
		Water system				
		Fire-protection system and apparatus.				
		Electric light system				
		Power system				
		Heating system				
		Telephone system				
		Total				

^aTen-ton locomotive crane.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

NEW LONDON, CONN.—Continued.

Length.	Width.	Height of caves.	Super- ficial area	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$1,701.40	
							4,990.00	Excellent.
							1,687.65	
							8,379.05	
							1,285,789.41	

NEWPORT, R. I. (GOVERNMENT LANDING).

						\$69,850.00	\$75,000.00	
							13,000.00	
							3,000.00	
							250.00	
							91,250.00	
84 0	26 0	12 6	2,100	26,250	May 4, 1905	6,000.00	6,000.00	Good.
50 0	24 0	12 6	1,200	15,000	May 12, 1905	2,000.00	2,200.00	Do.
							8,200.00	
							99,450.00	

NEW YORK.

							\$12,354,000.00	
							27,800.00	
							730,000.00	
							215,000.00	
							215,550.00	
							54,000.00	
							10,000.00	
							60,000.00	
							85,000.00	
							88,000.00	
							105,000.00	
							45,000.00	
							72,600.00	
							47,000.00	
							180,000.00	
							30,000.00	
							8,000.00	
							14,321,950.00	

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

NEW YORK—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Dry docks and accessories, ma- rine railways, building slips.</i>				
1		Dry dock No. 1	Granite	338 feet 3 inches by 30 feet on floor; 369 feet 3 inches by 98 feet 4 inches at coping; 25 feet 7 inch depth over sill.		
2		Dry dock No. 2	Concrete	450 feet 6 inches by 72 feet 1 inch on floor; 470 feet 7 inches by 112 feet 5 inches at coping; 25 feet 11½ inches depth over sill.		
3		Dry dock No. 3	Timber	625 feet 4 inches by 64 feet 4 inches on floor; 668 feet 7 inches by 150 feet 10 inches at coping; 29 feet 4½ inches depth over sill.		
4		Dry dock No. 4	Granite and con- crete.	516 feet by 78 feet on floor; 542 feet by 130 feet at coping; 31 feet depth over sill.		
		Battle-ship ways	Wood	Piles	3	
		Total				
		<i>Officers' quarters.</i>				
A	Y. and D	Commandant's	Wood	Stone	3½	Tin
B	do	Captain of yard	Brick	do	4	do
C	do	Equipment officer	do	do	4	do
D	do	Ordnance officer	do	do	3½	do
E	do	Naval constructor	do	do	4	do
F	do	Steam engineer, office	do	do	4	do
G	do	Surgeon	do	do	4	do
H	do	General storekeeper	do	do	4	do
I	do	Civil engineer	do	Concrete	3	do
K	do	Senior member board insp	do	do	3	do
L	do	Yard paymaster	do	do	3	do
		Total				
		<i>Workshops, storerooms, offices, and miscellaneous structures.</i>				
1	Y. and D	Commandant's office	Brick	Stone	2	Tin
2	S. and A	Storehouse	do	Concrete	4	do
3	C. and R	C. and R. offices, stable, S. and A. storehouse.	Brick and steel.	Stone	3	do
4	Y. and D	Y. and D. offices, police sta- tion.	Brick	do	3	do
5	Ordnance	Store and workshop	do	do	2	do
6	Equipment	Workshop	do	do	2	do
7	C. and R.	Store and electric plant	Stone	do	4	do
8	do	Lean-to No. 10.	Concrete blocks.	Concrete	2	do
9	do	Smithery	Brick	Stone	1	do
10	do	Timber's shop, etc.	do	do	1	Slate
11	Ordnance	Machine shop	do	do	3	do
11a	do	Coal bin	do	do	1	Concrete
12	Y. and D	Y. and D. shop, court-martial	do	do	2	Slate
13	S. and A	Timber shed	do	do	2	Tin and slate.
14	do	do	do	do	2	do
15	C. and R.	Iron-plating shop	do	do	1	do
16	Equipment	Store and offices	Brick and steel.	Concrete	3	Tin
17	do	Searchlight tower	Steel			
18	do	Workshop and storage	Brick	Concrete	3	Tin
19	Ordnance	Offices and store	do	do	3	do
20	C. and R.	Rigging loft	Iron	Stone	2	Corrugated iron.
21	S. E.	Administration building	Brick and steel.	Concrete	2	Slate and con- crete.
22	do	Boiler and smith shops	do	do	1	Galvanized iron and slate.

a Under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

NEW YORK—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
						\$1,820,130.00	\$1,500,000.00	Good.
						1,171,955.00	1,000,000.00	Do.
						794,372.00	500,000.00	Do.
512 6	100 0				1903.....	33,858.00	33,000.00	Do.
							3,033,000.00	
58 6	56 0	34 0	3,150	104,200	Unknown ...	Unknown .	12,000.00	Fair.
51 0	40 0	42 6	2,008	83,526	.....do.....	.....do.....	11,400.00	Do.
51 0	28 0	33 0	1,408	51,268	.....do.....	.....do.....	7,600.00	Do.
49 0	28 0	38 0	1,356	47,992	.....do.....	.....do.....	7,600.00	Do.
49 0	22 0	35 0	1,080	40,480	1864.....	.....do.....	6,650.00	Do.
49 0	22 0	35 0	1,080	40,480	1864.....	.....do.....	6,650.00	Do.
49 0	32 0	35 0	1,536	50,512	1864.....	.....do.....	6,650.00	Do.
51 0	27 0	33 0	1,367	50,587	1881.....	10,155.00	7,600.00	Do.
69 0	23 0	33 0	1,425	52,360	1889.....	8,500.00	7,600.00	Do.
59 0	22 6	32 0	1,327	49,411	1901.....	7,706.00	6,650.00	Good.
59 0	22 6	32 0	1,327	49,411	1901.....	7,706.00	6,650.00	Do.
							87,050.00	
64 0	41 6	40 6	3,016	123,208	Unknown ...	Unknown .	1,140.00	Fair.
200 0	194 0	50 6	33,000	201,300	1867.....	306,673.00	242,250.00	Good.
200 0	70 0	43 6	14,500	742,000	Unknown ...	40,975.00	39,000.00	Good.
200 0	60 0	42 0	12,000	594,000	1901.....	Unknown .	66,500.00	Do.
200 0	65 0	32 0	13,000	520,000	1898.....	55,000.00	52,300.00	Do.
200 0	65 0	32 0	13,000	520,000	1898.....	50,000.00	47,500.00	Do.
300 0	60 0	49 0	18,000	938,100	Unknown ...	331,043.00	287,000.00	Do.
167 6	23 5	26 6	3,936	65,624	1905.....	7,077.00	7,000.00	Do.
300 0	196 0	24 6	43,674	1,422,922	Unknown ...	107,099.00	100,000.00	Do.
300 0	60 0	24 0	13,000	576,000	.....do.....	30,000.00	28,500.00	Do.
234 0	60 0	44 6	13,904	659,512	1864.....	93,323.00	72,000.00	Do.
37 5	56 5	11 6	2,108	24,242	1901.....	1,646.00	1,600.00	Do.
290 0	60 0	31 0	19,550	761,250	Unknown ...	71,847.00	47,500.00	Fair.
350 0	60 0	26 0	21,000	630,000	.....do.....	Unknown .	19,000.00	Poor.
400 0	60 0	26 0	24,000	720,000	.....do.....	.....do.....	19,500.00	Do.
300 0	80 0	25 6	24,000	857,400	1865.....	205,900.00	128,300.00	Fair.
300 0	60 0	45 0	18,000	927,000	1901.....	97,000.00	92,000.00	Good.
		(b)			1903.....	3,210.00	3,100.00	Do.
300 0	60 0	44 0	18,000	901,020	1903.....	100,000.00	95,000.00	Do.
300 0	60 0	46 1	18,000	927,000	1899.....	73,000.00	69,400.00	Do.
80 0	25 0	26 0	2,800	85,400	Unknown ...	8,900.00	6,000.00	Do.
100 0	90 0	33 0	7,800	252,800	1899.....	37,000.00	36,000.00	Good.
300 0	96 0	52 0	31,712	1,263,936	1899.....			

^b Height above eaves of building, 63 feet.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

NEW YORK—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
23	C. and R.	Foundry	Brick	Stone	1	Galvanized iron.
24	do	Pattern shop	Brick and steel.	Concrete	2	Concrete and steel.
25	S. and A.	Clothing factory	do	do	4	Tin
26	Y. and D.	Stable	Brick	Stone	2	Slate
27	S. and A.	Storehouse	do	Concrete	4	Concrete and slate.
28	M. and S.	Chemist laboratory	do	Stone	2	Tin
29	Y. and D.	Junior officers' quarters	do	do	2	do
30	do	Guardhouse	do	do	3	do
31	Equipment	Paint shop	do	Concrete	2	do
32	do	Scales	do	do	1	do
33	Y. and D.	Electric-light building	Brick and steel.	Concrete	2	Tin
34	C. and R.	Pitch house	Brick	Stone	2	Slate
35	do	Shipwright shed	Steel	Concrete	1	Corrugated steel.
36	Y. and D.	Crematory	do	do	2	do
55	S. E.	Tool house	Wood	do	1	Tin
57	Equipment	Wash and dry room, cob dock	do	Brick, live oak.	1	do
59	C. and R.	Sawdust vault	Brick	Concrete on live oak.	2	do
60	Y. and D.	Boiler house, dry dock No. 2	do	Concrete	2	Slate
64	S. and A.	Provision shed	Wood	Earth	1	Tin
64a	do	Bread house	do	do	1	do
5	Y. and D.	Boiler house, cob dock	do	Concrete	1	do
6	S. E.	Foundry shed	Iron	Earth	1	Wood
62	Y. and D.	Coal and pneumatic house	Steel and brick.	Concrete	1	Corrugated steel.
74	do	Paint shop	Brick	Stone	1	Slate
75	do	Storehouse	do	do	2	Tin
76	do	Coal shed	Wood	Earth	1	do
78	Navigation	Office building, U. S. R. S.	do	Live oak	2	do
79	Ordnance	Shell house	Brick	Stone	1	Slate
87	S. and A.	Inflammable oil house	Steel	Concrete	1	Corrugated steel.
89	Ordnance	Boiler shop	Brick	Stone	1	Slate
90	Y. and D.	Guardhouse, cob dock	Wood	Concrete	2	Tin
91	U. S. M. C.	Marine barracks	Brick	Stone	3	do
92	do	Commandant marines house	do	do	4	do
93	do	Officers' quarters, marine barracks.	do	do	4	do
94	do	Gatehouse, marine barracks	do	do	2	do
95	M. and S.	Hospital	Stone	do	4	do
95a	do	Hospital annex	Stone and brick.	Concrete	4	do
96	do	Director's laboratory	Brick	do	4	do
97	do	Director's residence	do	do	4	do
98	do	Laboratory	Stone	do	1	do
99	do	Boiler house	Brick	do	1	Corrugated steel.
100	do	Chapel	do	do	1	Tin
101a	S. E.	Boiler-tube house	Wood	Earth	1	do
103	M. and S.	Stable, hospital	Brick	Stone	1	do
104	do	Gatehouse	do	do	2	do
104a	do	Coal shed	Wood	do	1	do
106	do	Gatehouse	Brick	do	1	do
107	do	Laundry and boiler house	do	do	1	Slate
108	do	Coal shed	Wood sides	Concrete	1	Steel
109	do	Stable	Wood	Stone	2	Tin
110	do	Box shop	do	do	1	do
112	Y. and D.	Cart shed	do	do	1	do
114	C. and R.	Bending shed	Steel	Concrete	1	Corrugated steel.
115	do	Machine shop	Brick and steel.	do	2	Tin
116	do	Iron storehouse	Steel	do	1	Corrugated steel.
117	S. and A.	Storehouse	Brick and steel.	do	2	do
120	do	Oil and varnish store	Brick	do	2	do

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

NEW YORK—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
350 0	110 0	31 6	37,810	1,380,575	1865.....	\$227,598.00	\$143,000.00	Fair.
195 0	60 0	31 6	12,700	450,450	1899.....	37,326.00	36,000.00	Good.
175 0	102 0	40 0	11,638	567,358	1898.....	40,467.00	41,000.00	Do.
115 0	30 0	30 6	7,109	270,904	1873.....	35,355.00	24,000.00	Fair.
420 0	88 0	40 0	28,000	1,120,000	1899.....	151,329.00	143,000.00	Good.
36 0	36 0	25 6	1,076	30,128	Unknown...	2,500.00	4,700.00	Fair.
50 0	38 0	38 0	2,500	102,500	.....do.....	49,309.00	24,000.00	Do.
57 0	40 0	30 0	2,280	88,920	1844.....	22,500.00	17,000.00	Do.
80 0	50 0	18 0	4,050	99,731	1878.....	14,442.00	11,400.00	Do.
213 2	131 0	35 2	26,518	1,087,217	1898.....	53,371.00	54,000.00	Good.
30 0	25 0	23 0	752	19,565	Unknown...	1,000.00	570.00	Poor.
140 0	80 0	13 0	7,000	161,000	1895.....	5,634.00	4,750.00	Good.
30 0	30 0	19 0	900	21,600	1895.....	5,400.00	5,800.00	Do.
40 0	40 0	16 0	1,600	28,880	1905.....	600.00	570.00	Do.
75 0	31 0	12 6	2,325	34,880	1898.....	1,500.00	475.00	Poor.
16 0	18 0	36 0	256	9,216	1899.....	1,400.00	1,330.00	Good.
66 0	64 7	15 0	3,769	118,449	1889.....	5,000.00	2,850.00	Poor.
150 0	80 0	22 0	12,000	382,200	1898.....	1,200.00	950.00	Fair.
89 0	80 0	15 6	7,120	110,360	Unknown...	1,200.00	960.00	Do.
83 0	39 0	19 6	3,237	63,121	1889.....	2,000.00	570.00	Very poor.
165 5	20 0	9 0	3,310	29,700	Unknown...	37,162.00	95.00	Do.
60 0	40 0	16 0	2,400	56,400	1897.....	7,500.00	5,700.00	Fair.
65 0	30 0	18 0	1,950	42,000	Unknown...	.....	1,425.00	Do.
200 0	95 0	22 0	12,650	337,115	.....do.....	17,000.00	1,900.00	Very poor.
100 0	28 6	15 6	2,850	62,700	1872.....	1,292.00	95.00	Do.
56 0	34 0	23 0	1,904	46,648	1901...	3,000.00	2,850.00	Good.
118 0	58 0	12 6	6,844	120,958	Unknown...	Unknown.	.....	Poor.
60 0	40 0	14 0	2,400	50,400	1895.....	4,575.00	3,500.00	Fair.
47 0	12 0	12 6	564	7,896	1895.....	Unknown.	1,330.00	Poor.
110 6	30 0	26 0	3,315	99,540	1875.....	.....do.....	3,800.00	Fair.
460 0	43 0	41 5	13,228	559,190	1858.....	111,600.00	57,000.00	Do.
48 0	48 0	46 0	2,304	111,744	1858.....	20,000.00	14,250.00	Do.
96 0	48 0	46 0	4,728	226,944	1858.....	Unknown.	19,000.00	Poor.
127 0	26 0	27 0	4,632	136,644	1858.....	10,000.00	7,600.00	Good.
196 0	132 0	44 6	20,622	824,087	Unknown...	Unknown.	190,000.00	Do.
123 0	54 0	48 0	5,586	268,128	1897.....	50,000.00	47,500.00	Do.
75 0	46 0	33 0	2,716	97,776	1864.....	13,973.00	9,500.00	Fair.
98 0	48 0	30 0	4,704	141,120	1864.....	Unknown.	3,300.00	Good.
30 0	30 0	12 0	900	10,800	Unknown...	.....do.....	1,370.00	Do.
28 0	23 0	15 6	750	11,625	.....do.....	2,000.00	1,425.00	Fair.
169 0	54 0	10 6	9,126	141,553	1899.....	5,000.00	2,850.00	Do.
110 0	50 0	20 0	5,500	110,000	Unknown...	1,950.00	475.00	Poor.
32 0	27 0	23 6	879	20,656	.....do.....	1,600.00	1,140.00	Fair.
108 0	20 0	25 0	2,160	54,000	.....do.....	2,500.00	475.00	Poor.
14 7	6 9	8 6	98	830	Unknown...	Unknown.	240.00	Fair.
88 0	51 0	13 6	2,963	53,334	.....do.....	.....do.....	2,850.00	Good.
80 0	50 0	14 0	4,000	84,000	1901.....	3,990.00	3,800.00	Do.
30 9	30 9	25 2	946	23,789	Unknown...	Unknown.	2,375.00	Fair.
40 2	22 3	13 0	893	11,609	.....do.....	.....do.....	475.00	Poor.
104 0	45 0	12 0	4,680	70,200	1882.....	800.00	475.00	Do.
200 0	85 0	17 6	17,000	510,000	1895.....	20,000.00	19,000.00	Good.
200 0	85 0	34 0	17,000	756,500	1893.....	39,000.00	37,000.00	Do.
307 11	60 0	21 6	18,475	536,000	1903.....	27,500.00	26,200.00	Do.
200 0	85 0	36 0	17,000	782,000	1899.....	35,000.00	35,000.00	Do.
300 0	60 0	33 0	18,000	733,00	1899.....	68,300.00	68,300.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

NEW YORK—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
121	S. and A.	Paymaster's office	Brick	Concrete	2	Tin
122	M. and S.	Dispensary	do	do	2	do
123	S. E.	Power house	do	do	2	Slate
124	Y. and D.	Pump house, dry dock No. 1.	do	do	1	Concrete and steel.
125	do	Pump house, dry docks Nos. 2 and 3.	do	do	1	do
126	S. and A.	Offices and stores	do	do	4	Slate
127	C. and R.	Boat storehouse	Brick and steel.	do	3	Tin
128	S. E.	Machine shop and erecting shop.	Steel.	do	1	Slate.
129	Equipment.	Coal storage plant.	Steel and concrete.	do	1	Corrugated steel.
130	Ordnance	Ordnance stores	Brick.	do	2	Slate.
131	C. and R.	Workshop	do	do	3	do
132	Y. and D.	Locomotive house	Terra cot- ta and brick.	do	1	do
133	do	Commandant's stable	Brick.	Stone.	2	Tin
134	do	Musicians' shelter	Wood	do	1	do
135	do	do	do	do	1	Shingles.
137	Navigation	Rifle range cob dock	Wood and iron.	Timber	1	Corrugated steel.
138	Y. and D.	Watch house, east gate.	Brick.	Stone.	1	Slate
138	Navigation	Rifle range	Wood	Earth.	1	Rubberoid.
190	S. E.	Temporary machine shop	do	Live oak.	1	Tin
191	Y. and D.	Watch box, house B.	do	Earth.	1	do
200	do	Gate house, Sands street	Brick.	Concrete	2	do
201	do	Water-closet	Terra cot- ta.	do	1	do
202	do	do	do	do	1	do
203	do	do	do	do	1	do
204	do	do	do	do	1	do
205	do	do	Brick.	do	1	do
206	do	do	do	do	1	do
207	do	do	Brick and steel.	do	1	Slate on con- crete.
208	do	do	Brick.	Live oak and con- crete.	1	Tin
209	do	Coal bin, rear, No. 41	Wood.	Earth.	1	Open
210	Equipment	Oil-tank house	Brick.	Concrete.	1	Concrete
211	C. and R.	do	do	do	1	Corrugated steel.
213	Navigation	Rifle range	do	do	1	Tin
214	C. and R.	Temporary timber shed	Wood.	Earth.	1	Rubberoid.
215	Navigation	Prison	Brick, con- crete, and stone	Concrete	6	Tin
216	S. E.	Heating plant	Steel	do	1	Corrugated steel.
217	do	Oil-tank house	Brick and steel.	Concrete and piles.	1	do
Total						
<i>Miscellaneous.</i>						
		Furniture				
		Live stock				
		Carts and vehicles				
		Yard craft				
		Cranes, shears, and derricks				
		Track and platform scales				
		Workshop appliances				
		Water-front appliances				
		Railroad stock, etc.				
		Machinery				
		Total				
		Grand total				

a Diameter.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

NEW YORK—Continued.

Length.	Width.	Height of ceaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
70 0	50 0	28 0	3,500	122,500	1900.....	\$19,127.00	\$18,000.00	Good.
54 4	39 6	29 0	1,983	49,700	1900.....	14,872.00	14,100.00	Do.
100 0	86 0	38 0	8,600	421,400	1900.....	46,640.00	43,400.00	Do.
a 32 0	.....	20 0	1,024	20,480	1900.....	40,000.00	40,000.00	Do.
a 60 0	.....	21 8	3,600	77,976	1903.....	122,320.00	122,320.00	Do.
200 0	80 0	56 0	16,000	1,126,000	1904.....	157,400.00	157,400.00	Do.
300 0	100 0	68 0	30,000	2,430,000	1904.....	185,000.00	185,000.00	Do.
350 0	383 0	57 0	86,240	4,244,204	1899.....	392,194.00	392,000.00	Do.
340 0	62 0	53 0	8,680	430,440	1903.....	260,000.00	260,000.00	Do.
300 0	60 0	30 6	18,000	702,000	1905.....	90,000.00	90,000.00	Do.
375 0	65 0	45 0	24,375	1,291,875	1904.....	165,600.00	160,000.00	Do.
155 4	61 4	30 6	9,526	366,751	1905.....	30,000.00	30,000.00	
55 0	20 0	22 0	1,086	24,978	Unknown ...	Unknown .	760.00	Fair.
16 0	16 0	15 6	256	5,120	1872.....	do	140.00	Do.
16 0	16 0	15 0	256	4,864	1872.....	do	140.00	Do.
65 0	22 0	11 0	968	10,416	1902.....	1,500.00	1,140.00	Good.
14 0	8 0	8 6	112	1,120	1864.....	Unknown .	240.00	Do.
70 0	12 0	11 0	840	10,500	1902.....	381.00	285.00	Do.
230 0	50 0	.....	.....	.....	.....	.....	.....	.....
7 0	5 0	8 0	35	315	1883.....	Unknown .	25.00	Fair.
80 0	40 0	18 0	1,910	51,510	1896.....	23,720.00	23,720.00	Good.
45 0	24 0	14 0	1,080	15,120	1897.....	18,000.00	17,500.00	Do.
55 0	18 0	11 0	990	14,355	1897.....	18,000.00	17,500.00	Do.
40 0	18 0	14 0	720	10,080	1898.....	18,000.00	17,500.00	Do.
40 0	18 0	14 0	720	10,080	1898.....	18,000.00	17,500.00	Do.
38 0	22 0	14 0	836	11,704	1899.....	18,000.00	17,500.00	Do.
62 0	18 0	11 0	1,116	15,066	1898.....	18,000.00	17,500.00	Do.
60 0	20 0	10 0	1,200	18,000	1899.....	.....	.....	Do.
37 8	22 0	14 4	829	11,873	1898.....	1,000.00	950.00	Do.
110 0	30 0	.....	3,300	26,300	1903.....	1,250.00	1,000.00	Do.
30 0	12 0	.....	360	3,420	1902.....	2,500.00	2,400.00	Do.
78 0	14 0	8 0	602	9,933	1900.....	5,500.00	5,000.00	Do.
206 0	32 0	12 0	6,656	79,872	1906.....	18,000.00	18,000.00	Do.
315 0	72 0	16 0	21,600	540,000	1904 by C. & R.	.....	.....	.....
87 4	44 4	56 8	3,828	206,700	1906.....	50,000.00	50,000.00	Do.
26 0	20 6	16 0	533	9,594	1905 by C. & R.	.....	.....	.....
32 8	27 0	11 3	882	17,640	1906 by S. E.	.....	.....	Do.
.....	.....	.....	.....	.....	.....	.....	4,269,820.00	.....
.....	.....	.....	.....	.....	.....	.....	7,600.00	.....
.....	.....	.....	.....	.....	.....	.....	3,325.00	.....
.....	.....	.....	.....	.....	.....	.....	6,000.00	.....
.....	.....	.....	.....	.....	.....	.....	500.00	.....
.....	.....	.....	.....	.....	.....	.....	178,000.00	.....
.....	.....	.....	.....	.....	.....	.....	4,000.00	.....
.....	.....	.....	.....	.....	.....	.....	1,350.00	.....
.....	.....	.....	.....	.....	.....	.....	7,000.00	.....
.....	.....	.....	.....	.....	.....	.....	12,000.00	.....
.....	.....	.....	.....	.....	.....	.....	17,000.00	.....
.....	.....	.....	.....	.....	.....	.....	236,775.00	.....
.....	.....	.....	.....	.....	.....	.....	21,948,595.00	.....

b Under construction.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

NORFOLK, VA.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Land and permanent improve- ments.</i>						
		Land				
		Yard wall and fences				
		Quay walls				
		Wharves and piers				
		Roads and sidewalks				
		Railway tracks				
		Crane tracks				
		Bridges				
		Drainage and sewerage system				
		Water system				
		Fire protection system and apparatus				
		Electric-light system				
		Power system				
		Heating system				
		Telephone system				
		Total				
<i>Dry docks and accessories, ma- rine railway, building slips.</i>						
1		Dry dock	Granite.			
2		do	Wood.			
		Marine railway				
		Building slips				
		Total				
<i>Officers' quarters.</i>						
A	Quarters	Commandant	Brick	Stone	(a)	Slate
B	do	Captain of yard	do	do	(a)	Tin
C	do	Equipment officer	do	do	(a)	Slate
D	do	Steam engineering officer	do	do	(a)	do
E	do	Naval constructor	do	do	(a)	do
6E	do	Assistant civil engineer	Brick and wood.	do	2	Tin
G	do	Surgeon	Brick	Brick	(a)	do
H	do	Civil engineer	do	do	(a)	do
I	do	General storekeeper	do	do	(a)	Slate
K	do	Ordnance officer	do	do	(a)	do
L	do	Marine barracks	do	do	3	do
M	do	Aid to commandant	Wood	Concrete and brick.	2	Tin
N	do	Assistant naval constructor	do	do	2	do
		Total				
<i>Workshops, storerooms, offices, and miscellaneous structures.</i>						
1		Main entrance	Brick	Stone	2	Tin
3	C. and R.	Galvanizing house	Brick and wood.	do	1	Slate
6	S. and A.	Oil house	Brick	do	1	do
9	C. and K.	Smithery	Brick, steel roof.	do	1	Tin
10	Equipment	Coal shed	Wood	Brick	1	do
11	C. and R.	General storehouse	Brick	Stone	2	do
12	Y. and D.	Water-closet at dry docks	Wood	do	1	do
13	Equipment	General storehouse	Brick	do	2	Slate
14	S. and A.	do	do	do	(a)	do
15	do	do	do	Concrete	2	Corrugated iron.
16	Ordnance	do	do	Stone	2	Tin
17		Equipment storehouse, pay office, and board of inspec- tion	do	do	2	Slate
18	C. and R.	Ship carpenters' workshop	do	do	2	do
19		Officers' offices and store- house	do	do	2	Tin
21	Y. and D.	Dry dock pump house	do	do	1	Slate

^aTwo stories and basement.

^bAt St. Helena.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

NORFOLK, VA.

Length.	Width.	Height of curves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$3,000,000.00	
							25,000.00	
							650,000.00	
							200,000.00	
							120,000.00	
							45,000.00	
							70,000.00	
							5,000.00	
							25,000.00	
							30,000.00	
							50,000.00	
							50,000.00	
							250,000.00	
							18,000.00	
							2,000.00	
							4,540,000.00	
320 0	86 0				1827	\$934,675.00	500,000.00	Good.
500 0	130 0				1882	904,975.00	500,000.00	Do.
							15,000.00	Do.
							5,000.00	Do.
							1,020,000.00	
54 0	45 0	33 0	2,430	80,190		20,000.00	12,000.00	Good.
55 0	36 0	33 0	1,890	65,340		15,000.00	10,000.00	Do.
55 3	32 3	33 0	1,782	58,800		12,000.00	9,000.00	Fair.
52 0	50 0	34 0	2,083	70,822		10,000.00	8,000.00	Do.
52 0	50 0	34 0	2,083	70,822		10,000.00	8,000.00	Good.
70 0	37 0	23 0	1,916	34,168		2,650.00	2,000.00	Do.
72 0	26 0	35 6	1,680	59,651	1880	4,360.00	6,000.00	Do.
72 0	26 0	35 6	1,680	59,650	1880	4,360.00	6,000.00	Do.
32 0	32 0	42 0	1,230	51,660			5,000.00	Fair.
32 0	32 0	42 0	1,230	51,660		13,390.00	5,000.00	Do.
280 0	44 0	29 0	12,420	360,180	Sept. 7, 1888	30,000.00	2,000.00	Poor.
60 0	27 0	26 0	1,428	37,190	Mar. 3, 1890	10,000.00	5,000.00	Good.
60 0	27 0	26 0	1,428	37,190	do		5,000.00	Do.
							83,000.00	
60 0	40 0	30 5	2,400	73,000	1852		3,000.00	Fair.
40 0	25 0	10 0	1,000	10,000			600.00	Poor.
20 0	20 0	13 8	400	5,467			600.00	Fair.
200 0	125 0	23 7	23,650	556,912	1864	60,000.00	25,000.00	Do.
250 0	60 0	19 0	12,500	237,500	July, 1892	5,000.00	4,000.00	Do.
200 0	65 0	30 2	13,000	392,167	1867	45,900.00	20,000.00	Good.
30 0	15 0	13 10	450	6,225			300.00	Fair.
200 0	65 0	26 0	13,000	228,000	1847	37,880.00	20,000.00	Good.
200 0	65 0	29 0	13,000	377,000	1869	47,360.00	25,000.00	Do.
250 0	65 0	32 2	13,000	418,167	July, 1894	72,365.00	50,000.00	Good.
250 0	65 0	26 3	13,000	341,250	1845	45,000.00	25,000.00	Fair.
180 0	65 0	32 5	11,700	379,275	1869	84,400.00	20,000.00	Do.
200 0	50 0	31 4	10,000	313,333	1867	3,396.00	15,000.00	Do.
250 0	60 0	30 5	15,000	456,250	1892	40,684.00	20,000.00	Do.
70 0	50 0	15 9	3,500	55,125			5,000.00	Good.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

NORFOLK, VA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
22	S. E.	Foundry	Brick	Pile	1	Galvanized iron.
23	do	Boiler shop	do	do	1	Slate
24	S. and A.	Yard chemist	do	Concrete	1	do
27	Y. and D.	Storehouse	Wood	do	1	Tin
28	C. and R.	Mast house	Brick	do	2	Slate
29	do	Boat and black makers, ship joiners' shop.	do	do	2	do
30	do	Sawmill power plant	do	do	2	do
31	do	Timber shed and artificers' school.	do	do	2	Slate and pa- per.
32	do	Timber shed, naval construct- or's office, mold loft.	do	do	2	Tin
33	S. and A.	Timbershed	do	do	2	do
36	S. E.	Machine shop	do	Stone	2	Slate
37	do	Erection shop	Steel roof.	Brick	1	Tin
38	C. and R., Y. and D.	Paint shop	Brick	do	1	do
39	Y. and D.	Workshop	do	Stone	2	Slate
41	C. and R.	Rending shed	Wood	Concrete	1	Tin
42	do	Foundry	Brick	do	1	Slate
43	Y. and D.	Pattern storage	do	Brick	1	Tin
46	do	Water-closet, Stevensstreet	Wood	Concrete	1	do
48	do	Engine room, 100-ton shears	do	do	1	Slate
50	C. and R.	Coke and molding sand shed	do	Wood sill.	1	Tin
51	Equipment	Sail and rigging loft	Brick	Stone	2	do
52	do	Scales	do	do	2	do
53	Y. and D.	Water-closet at north wharf	Brick	do	2	Slate
54	do	Water-closet, Breese street	Wood	Concrete	1	Tin
55	C. and R.	Shipfitters' shed, outside	do	do	1	Corrugated iron.
56	do	Shipfitters' shop	Steel and brick.	Pile	1	Concrete and tin.
57	S. and A.	Oil house	Wood	Brick	1	Tin
58	U. S. R. S.	Lavatory	do	do	1	do
59	C. and R.	Shipfitters' shop	Steel and brick.	Pile	1	Corrugated and 4-ply composition.
60	Y. and D.	Electric power plant	do	do	2	do
61	S. E.	Blacksmith shop	do	do	1	Concrete and tin.
62	Ordnance	Torpedo storehouse	do	do	3	do
63	S. and A.	Acids and oils	Corrugat- ed iron.	Concrete	1	Corrugated iron.
64	S. E.	Office building	Brick	do	2	Tin and slate.
65	Y. and D.	Storehouse and civil engi- neer's office.	Steel and brick.	Pile	2	Concrete and 4-ply compo- sition.
66	do	Garbage crematory	do	Concrete	1	Tin
67	do	Stables	do	do	2	Tin and 4-ply composition.
68	M. and S.	Surgeon's office and dispen- sary.	do	do	2	Tin
69	U. S. R. S.	Laundry	Wood	do	1	do
70	C. and R.	Pitch house	Brick	do	1	Slate
a71	do	Fitting out basin	Pile and concrete.	do	1	do
72	S. E.	Pattern shop	Brick	Pile	1	Tin
73	Equipment	Storehouse for canvas and chain.	do	Pile and concrete.	2	Tin on con- crete.
74	do	Shops and stationhouse	do	do	2	do
b75	do	Railroad track scales	do	do	1	do
76	C. and R.	Oil storage tanks	Brick	Pile	1	Galvanized iron.
77	S. and A.	Cement storage	Galva- nized iron.	Brick	1	do
78	Y. and D.	Locomotive house	Brick	Concrete	1	Slate
79	S. and A.	Steel storage building	Galva- nized steel and steel.	Pile and concrete.	1	Galvanized steel.

a Under construction.

b Near main entrance. Built by C. and R.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

NORFOLK, VA.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
200 0	104 0	24 6	208,000	509,600	1859.....	\$200,000.00	\$25,000.00	Good.
294 0	70 0	29 10	19,880	593,087	1856.....	38,000.00	20,000.00	Fair.
43 0	40 0	14 1	1,428	20,111	1872.....	3,300.00	2,500.00	Do.
55 0	16 0	18 7	880	11,953			1,000.00	Poor
450 0	70 0	30 5	31,500	958,125	1865.....	74,420.00	55,000.00	Fair.
400 0	70 0	33 0	28,000	924,000	1866.....	49,600.00	50,000.00	Do.
400 0	65 0	33 10	26,000	979,667	1888.....	75,000.00	70,000.00	Good.
400 0	65 0	32 0	26,000	882,000	1866.....	49,600.00	45,000.00	Do.
400 0	65 0	33 8	26,000	875,333	1882.....	37,300.00	45,000.00	Do.
400 0	65 0	33 8	26,000	875,333	1862.....	37,300.00	45,000.00	Do.
200 0	200 0	28 4	26,950	763,583	1863.....	79,000.00	40,000.00	Do.
294 0	60 0	30 8	17,640	540,960	1892.....		3,000.00	Poor.
176 0	50 0	15 6	8,750	135,625	1882.....	4,150.00	4,000.00	Good.
200 0	60 0	31 6	12,000	878,000	1873.....	47,000.00	20,000.00	Fair.
120 0	85 0	12 6	10,200	127,500			3,000.00	Good.
250 0	56 0	28 0	16,250	455,000	1875.....	45,720.00	20,000.00	Fair.
56 0	41 0	14 3	2,016	28,728	1874.....	10,000.00	700.00	Do.
45 0	18 0	12 0	810	9,720	1894.....		1,000.00	Good.
30 0	30 0	16 2	900	14,550			500.00	Do.
65 0	20 0	10 0	1,300	13,000		860.00	800.00	Do.
250 0	60 0	30 5	15,000	456,250	1849.....	46,000.00	15,000.00	Fair.
42 0	20 0	18 3	840	15,330	1867.....	5,000.00	1,500.00	Good.
45 0	18 0	12 3	810	992	1894.....	5,000.00	1,000.00	Do.
250 0	145 0	21 3	36,250	770,312			10,000.00	Do.
254 0	60 0	26 0	15,240	381,000	1894.....	40,000.00	40,000.00	Do.
100 0	30 0	11 0	3,000	33,000	1898.....	2,200.00	1,500.00	Do.
60 0	16 0	10 0	960	9,600	1899.....	885.00	750.00	Do.
272 0	176 0	38 0	48,126	1,828,775	1899.....	100,000.00	100,000.00	Do.
180 0	110 0	39 10	19,800	788,700	1899.....	75,000.00	75,000.00	Do.
193 0	83 0	21 3	16,198	344,207	1899.....	50,000.00	50,000.00	Do.
271 0	60 0	43 0	16,260	699,180	1899.....	75,000.00	75,000.00	Do.
40 0	20 0	11 0	800	8,800	1899.....	425.00	400.00	Do.
87 0	87 0	34 0	7,569	257,346	1900.....	20,000.00	20,000.00	Do.
180 0	65 0	35 0	11,700	409,500	1902.....	45,000.00	45,000.00	Do.
22 0	18 0	14 0	396	7,920	1901.....	5,000.00	5,000.00	Do.
75 0	46 0	22 5	3,500	78,458	1901.....	7,500.00	7,500.00	Do.
45 0	38 0	21 10	1,724	37,637	1901.....	10,000.00	10,000.00	Do.
60 0	40 0	14 0	2,592	36,288	1901.....	5,000.00	5,000.00	Do.
42 0	21 0	14 0	908	12,717	1901.....	1,500.00	1,500.00	Do.
840 0	178 0							
60 0	240 0	20 0	14,400	30,000	1904.....	26,063.00	26,063.00	Do.
52 0	150 0	34 0	7,800	265,200	1905.....	23,700.00	23,700.00	Do.
232 0	65 0	42 0	15,080	633,360	1905.....	67,537.00	67,537.00	Do.
28 0	43 0	10 0	1,204	12,040	1901.....	1,600.00	1,600.00	Do.
30 0	40 0	12 0	1,200	14,400	1902.....	500.00	500.00	Do.
16 0	50 0	16 0	800	12,900	1901.....	300.00	300.00	Do.
163 0	59 0	26 0	9,617	25,000	1904.....	26,645.00	26,645.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal
NORFOLK, VA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storerooms, offices, etc.—Continued.</i>				
81		Storehouse for torpedo-bout outfits.	Steel and brick.	Pile	2	Tin on con- crete.
84	Y. and D.	Water-closet at dry docks	Brick and wood.	Concrete .	1	Tin on wood .
		Total				
		<i>Miscellaneous.</i>				
		Furniture				
		Live stock				
		Carts and vehicles				
		Yard craft				
		Cranes, shears, and derricks ..				
		Workshop appliances				
		Water-front appliances				
		Railroad stock				
		Machinery				
		Total				
		Grand total				

OLONGAPO, P. I.

		<i>Land and permanent improve- ment.</i>				
		Land				
		Yard wall and fences				
		Quay walls				
		Wharves and piers				
		Roads				
		Sidewalks				
		Drainage and sewerage sys- tem.				
		Water system				
		Fire-protection system and apparatus.				
		Total				
		<i>Officers quarters.</i>				
A	Y. and D.	Commandant (temporary) ..	Wood	Brick	1	Thatch
B	do	Captain of yard (temporary) ..	do	do	1	do
C	do	Surgeon	do	do	1	Corrugated iron.
D	do	Civil Engineer	do	do	1	Thatch
E	do	Paymaster	do	do	1	do
		Total				
		<i>Workshops, storerooms, of- fices, and miscellaneous structures.</i>				
1	Y. and D.	Marines	Brick	Brick	1	Corrugated iron.
2	do	Laundry and shops	do	do	1	do
3	Marines (tempo- rary) ..	Barracks	do	do	1	do
4	do	Upper gate under repairs	do	do	1	do
5	C. and R.	Coal storage	do	do	1	Corrugated iron.
6	Y. and D.	Distiller	do	do	1	do
7	S. E.	Vacant	do	do	1	do
8	S. and A.	Storehouse	do	do	1	do
9	Y. and D.	Lower gate	do	do	1	do
10	Marines ..	Barracks	do	do	1	Corrugated iron.

a Under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

NORFOLK, VA—Continued.

Length.	Width.	Height of ceaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
151 0	50 0	37 0	7,560	279,350	1905.....	\$55,000.00	\$55,000.00	Good.
50 0	28 0	12 0	1,400	39,200				
							1,350,495.00	
							10,000.00	
							4,000.00	
							5,000.00	
							60,000.00	
							160,000.00	
							2,000.00	
							8,000.00	
							20,000.00	
							17,000.00	
							283,000.00	
							7,276,495.00	

OLONGAPO, P. I.

							\$1,000,000.00	
							25,000.00	
							20,000.00	
							30,000.00	
							5,000.00	
							500.00	
							2,000.00	
							1,000.00	
							500.00	
							1,084,000.00	
52 0	46 0	11 0	2,455	35,222	1905.....	\$1,673.00	1,500.00	Good.
52 0	46 0	11 0	2,455	35,222	1905.....	1,479.00	1,400.00	Do.
65 0	52 0		3,602	64,415	1905.....	Unknown	2,000.00	Do.
52 0	46 0	11 0	2,455	35,222	1905.....	1,479.00	1,400.00	Do.
52 0	46 0	11 0	2,455	35,222	1905.....	1,479.00	1,400.00	Do.
							7,700.00	
116 0	78 0	15 0	9,048	180,960	1886.....	Unknown	500.00	Bad.
81 0	55 0	15 0	4,455	84,645	1887.....	do	100.00	Do
162 0	57 0	15 0	9,211	175,009	1887.....	do	5,000.00	Fair.
			223	2,566	1888.....	do	500.00	Good.
115 0	81 0	12 0	9,440	11,469	1888.....	do	100.00	Bad.
91 0	41 0	11 0	3,727	64,812	1889.....	do	1,000.00	Poor.
123 0	80 0	12 0	9,840	201,543	.....	do	8,000.00	Fair.
161 0	37 0	17 0	5,938	124,708	1890.....	do	5,000.00	Do.
37 0	22 6	13 8	832	1,322	1890.....	do	200.00	Poor.
110 0	52 0	18 0	5,081	108,237	1891.....	do	10,000.00	Good.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

OLONGAPO, P. I.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storehouses, offices, etc.—Continued.</i>				
11	C. and R.	Ship fitters' shop.	Steel	Brick	1	Corrugated iron.
12	C. and R. and S. E.	Shops	do	do	1	do
13	Y. and D.	Administration building	do	Iron	3	do
14	M. and S.	Hospital	Wood	Brick	1	Thatch
15	Y. and D.	Boat shed	do	Post	1	Corrugated iron.
17	do	Limekiln	Brick	Brick	1	do
18	do	Storehouse	Wood	Post	1	Wood
19	Marines	do	Brick	Brick	1	Thatch
20	Y. and D.	Dock shed	Wood	Piles	1	Corrugated iron.
21	do	Stable	do	Post	1	do
22	do	Rock crusher	do	Concrete	1	do
23	do	Temporary quarters	do	Post	1	do
24	Marines	Bakery	Brick	Brick		do
		Total				
		<i>Miscellaneous.</i>				
		Furniture				
		Live stock				
		Yard craft				
		Cranes, shears, and derricks				
		Workshop appliances				
		Railroad stock, etc				
		Total				
		Grand total				

PENSACOLA, FLA.

		<i>Land and permanent improve- ments.</i>				
		Land (1,563 acres)				
		Yard walls and fences				
		Quay walls				
		Wharves and piers				
		Roads				
		Sidewalks				
		Railway tracks				
		Drainage and sewage system				
		Water system				
		Fire-protection system and apparatus				
		Electric-light system				
		Electric-power system				
		Telephone and telegraph sys- tem.				
		Total				
		<i>Dry docks and accessories, ma- rine railways, building, slips.</i>				
21	Y and D	Floating dry dock	Steel			
22	do	do	Wood			
		Total				
		<i>Officers' quarters.</i>				
		Commandant	Brick	Brick	2½	Tin
		Executive officer	do	do	2	Slate
		Unoccupied	do	do	1	do
		Surgeon	do	do	2	do

• Hexagonal.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

OLONGAPO, P. I.—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
178 0 0	72 0	18 0	12,905	232,290	1891.....	Unknown	\$25,000.00	Good
178 0	72 0	18 0	12,905	232,290	1891.....	do	25,000.00	Do.
72 0	58 0	35 0	4,176	17,304	1905.....	do	25,000.00	Do.
176 0	32 0	13 0	4,821	76,554	1901.....	do	3,000.00	Fair.
66 0	27 0	11 0	1,872	26,730	Unknown	do	200.00	Poor.
a 5 0		12 0	65	876	do	do	100.00	Fair.
13 0	10 0	9 0	130	1,560	1901.....	do	25.00	Do.
a 15 0		8 0	571	6,783	Unknown	Unknown	100.00	Do.
25 0	38 0	10 8	7,130	106,356	1905.....	do	3,500.00	Good.
15 0	11 0	6 5	169	1,600	1905.....	\$25.00	50.00	Do.
			1,289	17,869	1906.....	4,000.00	4,000.00	Do.
30 0	17 0	6 5	510	6,120	1906.....	95.00	250.00	Do.
33 0	18 0	8 8	590	6,638	Unknown	Unknown	300.00	Fair.
							116,825.00	
							1,500.00	
							50.00	
							12,000.00	
							20,000.00	
							2,000.00	
							2,000.00	
							37,550.00	
							1,246,075.00	

PENSACOLA, FLA.

							\$149,520.00	
							31,200.00	
							401,800.00	
							67,000.00	
							3,000.00	
							5,900.00	
							18,000.00	
							900.00	
							1,350.00	
							7,794.00	
							10,877.00	
							1,695.00	
							2,000.00	
							701,036.00	
450 0	108 0				1901.....	\$195,000.00	175,000.00	Good.
175 0	78 0				1899.....	102,000.00	67,500.00	Fair.
							242,500.00	
44 0	40 0	40 0	1,760	70,400	1874.....	27,981.00	8,000.00	Good.
66 0	18 0	27 0	1,188	32,076	1874.....	8,568.00	3,500.00	Do.
49 0	18 0	12 0	882	10,584			800.00	Bad.
49 5	18 0	27 0	891	24,067	1875.....	7,256.00	2,500.00	Fair.

b Safe capacity 9,000 tons.

c Safe capacity 1,700 tons.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

PENSACOLA, FLA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Officers' quarters—Continued.</i>						
		Naval constructor.	Brick.	Brick.	2	Slate.
		Officer in charge steam en- gineering.	do.	do.	2	do.
		General storekeeper.	do.	do.	2	do.
		Civil engineer.	Wood.	do.	1	do.
		Equipment officer.	Brick and wood.	do.	1	do.
		Total.				
<i>Workshops, storerooms, offices, and miscellaneous structures.</i>						
1	C. and R.	Woodworking shop.	Brick.	Brick.	2	Slate.
2	S. E.	Foundry and boiler shop.	do.	do.	1	do.
2a	do.	Core oven.	do.	do.	1	do.
3	Y. and D.	Bath house.	Wood.	Piles.	2	Iron.
8	do.	Guard house and prison.	Brick.	Brick.	1	Slate.
9	do.	Sawmill and joiner shop.	do.	do.	2	do.
10	Ordnance.	Yard magazine.	do.	do.	1	Tile.
12	S. and A.	Pitch house.	do.	do.	1	Slate.
13	Y. and D.	Fire-engine house.	do.	do.	1	do.
14	do.	Y. and D. office.	do.	do.	2	do.
15	S. E.	S. E. office.	do.	do.	1	do.
16	Ord. and M. and S.	Armory and surgeon's office.	do.	do.	2	do.
18	Y. and D.	Temporary marine barracks.	do.	do.	2	do.
19	do.	Carriage house.	do.	do.	1	do.
21	do.	Paint shop.	do.	do.	1	do.
25	S. and A. and others.	Storehouse.	do.	do.	2	do.
26	C. and R.	Foundry.	do.	do.	1	do.
26a	do.	Coppersmith shop.	do.	do.	1	Tin.
27	S. and A.	Coal house.	do.	do.	1	Iron.
28	Y. and D.	Stables.	do.	do.	1	Slate.
28a	do.	Carriage shed.	Wood.	do.	1	Iron.
29	S. E.	Machine shop.	Brick.	do.	2	do.
29a	do.	Oil room.	do.	do.	1	Slate.
29b	do.	Chimney.	do.	Granite.		
34	Y. and D.	Commandant's office.	do.	Brick.	2	Iron.
35	do.	Blacksmith shop.	do.	do.	1	Slate.
36	do.	Cisterns No. 1 and No. 2.	do.	do.	1	Brick.
38	C. and R.	Machine shop.	do.	do.	2	Slate.
38a	do.	Boiler and dynamo room.	do.	Concrete.	1	Iron.
38d	do.	Storage shed.	Wood.	Brick.	1	do.
40	S. and A.	Storehouse.	Brick.	do.	2	Slate.
41	Y. and D.	Locomotive shed.	Wood.	do.	1	Iron.
43	C. and R.	Crane shed.	do.	do.	1	do.
44	do.	Smithery.	Steel.	do.	1	do.
45	Equipment.	Shops and offices.	Steel and brick.	Concrete.	3	Tile.
46	C. and R.	Temporary boat shed.	Wood.	do.	1	Iron.
47	Y. and D.	Central power house.	Brick.	do.	1	
47a	do.	Chimney.	do.	do.		
48	Equipment.	Wireless telegraph station.	Wood.	do.	1	Wood.
49	C. and R.	Sawmill.	Wood and steel.	do.	1	Iron.
50	do.	Dry kiln.	Brick.	do.	1	Metal.
	Y. and D.	Washhouse for enlisted men.	Wood.	do.	1	Galvanized shingles.
	do.	Flagstaff.	do.	do.		
	do.	do.	do.	do.		
	do.	Bell tower.	do.	Brick.		
	do.	do.	do.	do.		
	do.	Band stand.	do.	do.	1	Galvanized shingles.
		Total.				

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

PENSACOLA, FLA.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
49 5	18 0	27 0	891	24,067	1877.....		\$2,800.00	Fair.
49 5	18 0	27 0	891	24,067	1875.....	\$9,251.00	3,000.00	Do.
49 5	18 0	27 0	891	24,067	1875.....	8,014.00	2,500.00	Do.
49 5	18 0	12 0	891	10,692			3,000.00	Good.
49 5	18 0	12 0	891	10,692			3,000.00	Excellent
							29,100.00	
300 6	50 0	38 0	15,030	571,140	1868.....	11,552.00	45,700.00	Good.
272 0	56 0	18 0	15,232	274,176	1868.....	15,641.00	13,700.00	Fair.
17 0	12 5	10 0	212 1/2	2,125			100.00	Do.
18 0	16 0	19 0	288	5,472	1881.....	1,628.00	1,000.00	Do.
50 0	32 0	14 0	1,600	22,400	1869.....	10,186.00	2,500.00	Do.
219 2	61 0	32 0	13,359	427,488	1874.....	55,417.00	25,650.00	Do.
10 0	10 0	16 0	82	1,312	1874.....	1,136.00	500.00	Good.
40 6	20 0	16 0	813	13,008	1867.....		1,500.00	Do.
40 0	31 5	13 0	1,260	16,380	1867.....		1,000.00	Fair.
30 6	22 7	25 0	692	17,304	1867.....	8,100.00	1,500.00	Do.
56 0	18 0	15 0	1,008	18,144	1867.....		1,000.00	Good.
48 4	48 4	35 0	1,960	68,600		4,091.00	3,500.00	Fair.
184 0	60 0	33 0	8,640	285,120	1882.....	42,071.00	30,000.00	Good.
116 0	32 6	13 0	3,795	18,135			2,000.00	Fair.
87 0	51 0	12 0	4,437	53,244			2,500.00	Do.
300 4	60 0	34 0	180,306	13,020	1874.....	77,657	40,000.00	Do.
66 0	50 0	26 0	3,300	85,800	1882.....	5,358	2,700.00	Good.
60 0	40 0	15 0	2,400	26,000			300.00	Bad.
225 0	60 0	19 0	13,500	256,500	1872.....	43,651	25,000.00	Good.
116 0	32 6	13 0	3,781	49,160			2,700.00	Fair.
30 5	20 0	12 0	610	7,320			100.00	Do.
131 0	76 0	29 0	9,956	288,724			17,000.00	Do.
30 0	10 0	10 0	300	3,000			250.00	Do.
12 0	12 0	125 0					4,500.00	Do.
63 2	54 6	36 0	2,451	124,266	1873.....	24,545	10,000.00	Good.
60 0	28 0	14 0	1,680	23,520	1868.....	6,661	3,000.00	Fair.
43 0	26 0	16 4	2,236	7,020	1868.....	2,050	5,000.00	Do.
250 0	60 0	33 0	15,000	495,000	1882.....	58,481	32,000.00	Good.
70 0	31 5	19 0	2,205	41,895	1901.....		6,000.00	Do.
24 5	18 0	12 0	441	5,292			75.00	Fair.
179 7	60 0	33 0	10,780	355,740	1875.....	51,325	30,000.00	Good.
34 5	15 0	12 0	517	6,210	1898.....		125.00	Fair.
44 5	14 0	16 0	623	9,968	1899.....		350.00	Good.
225 0	60 0	15 0	13,500	202,500	1906.....	17,159	17,159.00	Do.
269 8	61 5	46 0	16,592	779,859		94,212	94,212.00	
200 0	45 0	20 0	9,000	225,000	1906.....	5,069	5,069.00	Do.
140 2	111 0	41 0	15,673	540,718		58,918	58,918.00	
		150 0			1906.....	6,288	6,288.78	Excellent.
30 0	30 0	17 0	900	17,550	1905.....	2,015	2,015.00	Good.
80 0	45 0	15 5	3,630	55,800	1906.....	2,525.66	2,525.66	Excellent.
62 8	12 0	10 0	600	6,000	1906.....	5,020.00	5,020.00	Do.
21 0	13 0	9 0	273	2,448	1904.....	250.00	250.00	Do.
		103 0			1903.....	162.00	162.00	Do.
		104 0					150.00	Fair.
						1,212.00	250.00	Do.
		35 0			1903.....	250.00	250.00	Excellent.
		11 0		Open	1903.....	254.00	254.00	Do.
							503,773.44	

* Each.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

PENSACOLA, FLA.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Miscellaneous.</i>				
		Furniture .....	.....	.....	.....	.....
		Live stock .....	.....	.....	.....	.....
		Carts and vehicles .....	.....	.....	.....	.....
		Yard craft .....	.....	.....	.....	.....
		Cranes, shears, etc .....	.....	.....	.....	.....
		Track and platform scales .....	.....	.....	.....	.....
		Workshop appliances .....	.....	.....	.....	.....
		Railroad stock .....	.....	.....	.....	.....
		Machinery .....	.....	.....	.....	.....
		Water-front appliances .....	.....	.....	.....	.....
		Wells .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		Grand total .....	.....	.....	.....	.....

PORT ROYAL, S. C.

		<i>Land and permanent improve- ments.</i>				
		Land .....	.....	.....	.....	.....
		Yard wall and fences .....	.....	.....	.....	.....
		Quay walls .....	.....	.....	.....	.....
		Wharves and piers .....	.....	.....	.....	.....
		Roads and sidewalks .....	.....	.....	.....	.....
		Terrace or retaining walls .....	.....	.....	.....	.....
		Railway tracks .....	.....	.....	.....	.....
		Crane tracks (taken up, stored away) .....	.....	.....	.....	.....
		Bridges .....	.....	.....	.....	.....
		Drainage and sewage system .....	.....	.....	.....	.....
		Water system .....	.....	.....	.....	.....
		Fire-protection system and apparatus .....	.....	.....	.....	.....
		Electric light and power system .....	.....	.....	.....	.....
		Heating system .....	.....	.....	.....	.....
		Telephone system .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		<i>Dry docks and accessories, ma- rine railways, building slips.</i>				
		Dry dock	Wood .....	.....	.....	.....
		Accessories (pumps and en- gines) .....	.....	.....	.....	.....
		Caisson (surveyed value) .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		<i>Officers' quarters.</i>				
A	Y. and D	Commandant	Frame	Brick	2	Tin
B	do	Civil engineer	do	Pins	2	Shingle
C	do	Captain of yard	do	do	2	Tin
D	do	Surgeon	do	do	2	do
E	do	Paymaster	do	do	2	do
F	do	Naval constructor	do	do	2	do
		Total .....	.....	.....	.....	.....
		<i>Workshops, storerooms, offices, and miscellaneous structures.</i>				
1	Y. and D	Offices	Frame	Brick	2	Shingle
2	Equipment	Coal shed	do	Pins	1½	Tin
3	Y. and D	Barn	do	do	1½	do
4	do	Boathouse	do	Piles	1	do
5	U. S. M. C	Marine barracks	do	Brick, pins	1	do
6	Y. and D	Privy	do	Posts	1	Shingle

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

PENSACOLA, FLA.—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
						\$11,488.28	\$7,128.00	
						1,214.15	870.00	
						2,646.16	1,588.00	
						9,040.62	9,040.00	
						7,365.00	5,792.00	
						2,498.00	2,498.00	
						7,291.99	6,562.00	
						8,682.50	8,410.00	
						12,107.80	9,080.00	
						1,678.99	1,200.00	
							750.00	
							47,918.00	
							1,524,327.44	

PORT ROYAL, S. C.

							\$17,000.00	
							500.00	
							3,000.00	
							60,000.00	
							1,500.00	
							50.00	
							2,000.00	
							3,000.00	
							10,000.00	
							2,000.00	
							9,000.00	
							4,000.00	
							200.00	
							112,250.00	
					1895.			
							3,000.00	
							1,600.00	
							4,600.00	
109 9	57 9	13 25	4,551	52,700	Unknown ...	\$8,577.69	6,800.00	Fair.
58 0	36 0	13 23	2,550	11,326	1889.....	3,811.44	3,100.00	Do.
52 6	42 0	18 23	1,681	43,950	1894.....	3,831.75	3,200.00	Do.
52 6	42 0	13 23	1,681	43,950	1894.....	3,831.75	3,200.00	Do.
52 6	42 0	13 23	1,681	43,950	1894.....	3,831.75	3,200.00	Do.
52 6	42 0	13 23	1,681	43,950	1894.....	3,831.75	3,200.00	Do.
							22,700.00	
48 0	30 0	11 23	1,264	23,850	1891.....	2,150.00	1,800.00	Fair.
145 0	50 0	12	7,050	141,375	1897.....	3,809.57	3,000.00	Poor.
48 6	38 6	15	1,106	1,600	1894.....	712.00	600.00	Do.
61 0	45 6	6	2,745	27,450	1894.....	949.80	850.00	Do.
120 0	78 6	15	5,600	82,700	1893.....	5,110.05	4,500.00	Fair.
20 4	11 6	6	234	1,864	1893.....	168.02	100.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

PORT ROYAL, S. C.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
7	Y. and D.	Brig.	Frame.	Brick, pins	1	Shingle.
8	do	Servants' quarters.	do	do	1	Tin.
9	do	Pump and power house.	Brick.	Piles and concrete.	1	Slate.
10	C. and R.	Shops.	Brick and stone.	do	2	do
11	S. and A.	Storehouse.	do	Concrete.	2	do
12	C. and R.	Steel annex.	Steel.	do	2	Steel.
13	U. S. M. C.	Marine officer's quarters.	Frame.	Brick, pins	2	Tin.
14	Y. and D.	Steel tower and tank.	Steel.	Brick, con- crete.	2	Steel.
15	C. and R.	Tool house.	Frame.	Posts.	1	Shingle.
16	Ordnance.	Magazine.	Brick.	Concrete.	1	Copper.
17	S. E.	Office.	Brick and stone.	do	2	Tin.
18	do	Shops.	do	Piles and concrete.	1	do
19	S. and A.	Paint shop and storage for combustibles.	do	Concrete.	1	Corrugated steel.
20	C. and R.	Sawmill and boat shop.	do	do	2	Slate.
21	Y. and D.	Not erected.				
I	M. and S.	Dispensary.	Frame.	Brick, pins	1	Shingle.
II	do	Pavilion wards.	do	do	1	do
III	do	Kitchen.	do	do	1	do
IV	do	Mess hall.	do	do	1	do
V	U. S. M. C.	Bar.	do	Posts.	1	do
VI	do	Tool house.	do	do	1	do
VII	do	Canteen.	do	Brick, pins	1	do
VIII	Y. and D.	Hose house.	do	Posts.	1	do
IX	do	Wood shed.	do	do	1	Tar felt.
X	do	Privy.	do	do	1	Shingle.
XI	do	Barracks, enlisted.	do	Brick, pins	1	do
XII	do	Guardhouse.	do	do	1	do
XIII	do	Oil house.	do	Posts.	1	do
XIV	do	Lime house.	do	do	1	do
XV	do	Blacksmith shop.	do	Brick, pins	1	do
XVI	M. and S.	Operating room.	do	do	1	do
XVII	do	Storehouse.	do	do	1	do
XVIII	Y. and D.	Brooks house.	do	do	1	do
XIX	S. and A.	Storehouse.	do	do	1	do
XX	Y. and D.	Cart shed.	do	do	1	do
XXI	Ordnance.	Magazine.	do	Posts.	1	Boards.
XXII	Y. and D.	Conservatory.	do	do	1	Glass.
XXIII	do	Chicken house.	do	do	1	Boards.
XXIV	U. S. M. C.	Workshop.	do	do	1	do
XXV	C. and R.	Moldings and shed.	do	do	1	do
XXVI	Navigation.	Urinal.	do	do	1	Shingle.
XXVII	do	Shooting gallery.	do	do	1	do
XXVIII	U. S. M. C.	Bath and privy.	do	do	1	Boards.
XXIX	do	Mess hall.	do	do	1	Shingle.
XXXII	Y. and D.	Outhouse.	do	do	1	Boards.
Total						
<i>Miscellaneous.</i>						
Furniture						
Live stock						
Carts and vehicles						
Yard craft						
Cranes, shears, and derricks (40-ton locomotive crane disassembled, \$40,000; pillar crane, \$3000).						
Track and platform scales.						
Workshop appliances.						
Water-front appliances.						
Railroad stock, etc.						
Machinery.						
Total						
Grand total.						

a\$18 cost included in item.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

PORT ROYAL, S. C.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
58 4	20 4	16	1,225	15,150	1892.....	\$585.00	\$500.00	Fair.
28 3	15 3	8	420	4,928	1893.....	546.45	500.00	Do.
87 1	48 2	12 6	4,176	68,894	1894.....	24,161.83	22,000.00	Good.
210 4	62 4	32 20	17,484	580,760	1897.....	52,578.65	50,000.00	Fair.
242 0	50 8	31	12,100	425,600	1897.....	10,998.58	10,000.00	
125 0	60 0	15	7,500	86,250	1898.....	29,954.65	29,000.00	Good.
44 0	33 0	20	1,452	33,942	1898.....	7,422.35	7,000.00	Poor.
33 0	33 0	95	1,089	8,333	1896.....	2,185.00	2,000.00	Good.
50 4	25 4	12	1,400	20,300	1899.....	4,000.00	3,500.00	Fair.
18 0	12 0	11	216	2,616	1899.....	902.50	800.00	Do.
47 6	39 0	23 6	1,853	47,775	1900.....	1,472.78	1,400.00	Do.
243 10	98 2	37 21	22,506	762,568	1900.....	47,889.96	47,000.00	Bad.
120 0	60 0	15	7,200	169,200	1890.....	11,209.50	11,000.00	Fair.
129 0	70 0	34 0	9,030	383,775	1899.....	29,014.96	29,000.00	Do.
56 0	30 6	12 6	708	7,612	1898.....	1,200.00	1,000.00	Do.
56 0	31 0	12 6	1,736	7,833	1898.....	1,600.00	1,300.00	Do.
22 0	14 0	12 6	308	3,388	1898.....	350.00	250.00	Do.
22 0	14 0	12 6	308	3,388	1899.....	300.00	250.00	Poor.
20 4	16 3	9 6	400	3,800	1897.....	17.00	10.00	Do.
30 4	12 3	8 0	360	3,600	1897.....	135.00	75.00	Bad.
48 3	16 5	10 0	768	2,300	1897.....	331.00	300.00	Good.
16 8	16 4	9 0	272	3,216	1896.....	390.00	300.00	Fair.
10 0	10 0	7 1/8	100	750	1895.....	15.00	10.00	Do.
12 0	10 0	7 0	120	1,056	1894.....	115.00	75.00	Do.
59 0	25 0	8 1/2	1,475	10,756	1898.....	500.00	250.00	Good.
28 0	18 0	8 6	504	4,347	1898.....	240.00	200.00	Do.
12 3	10 3	8 0	125	1,180	1891.....	75.00	50.00	Bad.
28 3	14 4	11 7	405	3,645	1891.....	170.00	100.00	Do.
40 3	18 6	7 0	745	7,215	1896.....	250.00	200.00	Fair.
14 0	10 0	9 0	140	1,540	1899.....	200.00	150.00	Do.
14 0	10 0	9 0	140	1,540	1899.....	150.00	100.00	Do.
48 0	37 0	18 0	1,776	20,484	1896.....	2,000.00	1,500.00	Bad.
35 4	19 5	8 0	689	8,172	1900.....	315.00	300.00	Fair.
41 0	31 0	12 0	1,271	12,710	1900.....	403.47	350.00	Do.
8 0	6 0	8 0	48	384	1900.....	10.00	5.00	Bad.
36 0	12 4	7 6	444	3,552	1894.....	206.25	200.00	Fair.
26 6	8 0	7 0	212	1,696	1896.....	Unknown.	10.00	Bad.
11 4	8 4	7 0	94	893	1899.....	15.00	10.00	Fair.
28 0	12 0	6 0	350	2,450	1898.....	Unknown.	15.00	Bad.
19 0	9 6	8 0	180	1,710	1901.....	do.....	40.00	Fair.
101 0	25 4	10 0	2,558	34,533	1902.....	1,102.37	1,000.00	Poor.
20 0	18 0	9 0	360	3,600	1902.....	130.50	100.00	Good.
20 0	10 0	9 0	200	2,000	1902.....		100.00	
34 0	32 0	11 9	1,088	16,592	1902.....	402.58	400.00	Do.
15 0	10 0	7 0	391	8,910	1903.....	Unknown.	50.00	Poor.
							233,170.00	
							2,000.00	
							100.00	
							250.00	
							25.00	
							40,000.00	
							100.00	
							500.00	
							43,065.00	
							415,785.00	

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

PORTSMOUTH, N. H.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Land and permanent improve- ments.</i>						
		Land				
		Yard walls and fences.....				
		Quay walls				
		Roads				
		Sidewalks				
		Terrace or retaining walls.....				
		Railway tracks				
		Crane tracks				
		Bridges				
		Drainage and sewer system				
		Water system				
		Fire-protection system				
		Electric-light system				
		Power system				
		Heating system				
		Telephone system				
		Underground conduit.....				
		Total				
<i>Dry docks and accessories.</i>						
1		Floating balance dock	Wood			
2		Dry dock	Stone	Concrete		
		Total				
<i>Officers' quarters.</i>						
A	Y. and D.	Commandant	Wood	Stone	2½	Shingle.
B	do	Captain of yard	Brick	do	2½	Slate
C	do	Equipment officer	do	do	2½	do
D	do	General storekeeper	do	do	2½	do
E	do	Surgeon	do	do	2½	do
F	do	Steam engineering officer	do	do	2½	do
G	do	Boatswain	do	do	2½	do
H	do	Gunner	do	do	2½	do
I	do	Carpenter	do	do	2½	do
J	do	Chaplain	do	do	2½	do
K	do	Attendant fire engines	do	do	2	do
L	do	Superintendent fire engines	do	do	2	do
M	do	Naval constructor	Wood	do	2	Shingle.
N	do	Mail messenger	do	do	1½	do
O	do	Civil engineer	Brick	Concrete	3	Slate, tin.
P	do	Ordinance officer	do	do	3	do
		Total				
<i>Workshops, storerooms, offices, and miscellaneous structures.</i>						
1	S. and A.	Naval stores	Brick	Stone	3	Slate
2	do	do	do	do	3½	do
3	Y. and D.	Boathouse (ferry)	Wood	Piles, stone	1	Shingle.
5	do	Inspector's office	do	Stone	1	do
7	C. and R.	Masthouse and mold loft	Stone	do	2½	Slate
10	S. E.	Boiler shop	Wood, iron	Concrete	1	Metallic shingles.
13		Office building	Brick	Stone	2	Copper
14	C. and R.	Joiner shop	Stone	do	3½	Slate.
15	Y. and D. and S. and A.	Crematory and storage	Brick	do	1	Tin
17	S. E.	Storage	Wood	do	1	Shingle.
18	do	Machine shop and smithery	Brick	do	2	Slate
19	Y. and D.	Telephone exchange	do	do	2	do
20	S. E.	Pattern shop	do	do	3½	do
22	Ordinance	Ordinance building	do	do	3½	do
25		do	do	do	1	Tin
26	Y. and D.	Boatswain's office	Wood	do	1	Shingle.
27	C. and R.	Paint shop	Brick	do	2	Slate
29	Ordinance	Storage	do	do	2	do
31	do	Magazine	Stone	do	1	do
32	do	do	do	do	1	do
33	do	Shell house (unloaded)	Brick	do	1	do

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

PORTSMOUTH, N. H.

Length.	Width.	Height of ceave.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$2,000,000	
							7,000	
							490,000	
							6,000	
							6,000	
							3,000	
							75,000	
							60,000	
							14,000	
							35,000	
							200,000	
							100,000	
							45,000	
							70,000	
							50,000	
							5,000	
							55,000	
							3,221,000	
350	91 0						150,000	
750	101 9						1,100,000	
							1,250,000	
41 0	93 0	22 0	3,050	34,000		\$3,000.00	3,400.00	Fair.
45 0	60 0	25 0	2,300	72,695	1849.....	8,621.50	10,000.00	Good.
30 0	85 0	23 0	2,200	63,800	1836.....	8,182.24	8,500.00	Do.
30 0	85 0	23 0	2,200	63,800	1836.....	8,182.24	8,500.00	Do.
30 0	85 0	23 0	2,200	63,800	1836.....	8,182.24	8,000.00	Fair.
30 0	85 0	23 0	2,200	63,800	1836.....	8,182.24	8,500.00	Good.
119 6	50 0	19 0	4,889	113,150	1835.....	13,056.74	15,000.00	Fair.
40 0	40 0	19 0	1,200	28,200	1859.....	5,090.95	3,000.00	Do.
34 0	54 0	19 0	1,326	33,000	1863.....	3,469.00	3,300.00	Do.
83 0	23 0	18 0	1,750	37,970		2,000.00	3,000.00	Do.
60 6	34 6	10 0	1,787	21,810		1,500.00	1,000.00	Poor.
67 0	40 0	23 0	1,900	53,500	1900.....	7,988.83	8,000.00	Good.
67 0	40 0	23 0	1,900	53,500	1900.....	7,988.83	8,000.00	Do.
							88,200.00	
200 0	50 0	23 0	10,000	387,075	1834.....	16,146.31	27,000.00	Poor.
101 0	51 0	30 0	5,151	168,750	1834.....	12,580.99	17,000.00	Fair.
105 0	25 0	9 0	2,625	19,050	1845.....	1,619.85	200.00	Poor.
13 0	8 0	7 0	104	1,434	1867.....	200.00	50.00	Do.
250 0	70 0	25 0	17,600	667,550	1838.....	49,981.52	80,000.00	Fair.
121 6	115 0	25 0	10,590	243,800	1896.....	11,962.18	4,000.00	Poor.
100 0	54 6	28 0	5,200	155,125	1867.....	38,252.49	28,000.00	Good.
120 0	50 0	36 0	6,150	272,400	1861.....	34,425.14	35,000.00	Do.
50 0	30 0	10 0	1,500	21,700	1855.....	3,000.00	2,000.00	Fair.
159 0	36 0	16 0	5,724	126,720	1867.....	2,000.00	200.00	Poor.
287 0	160 0	31 0	33,880	961,000	1864.....	195,246.66	80,000.00	Do.
60 0	30 0	23 0	1,800	45,000	1854.....	5,687.58	5,000.00	Fair.
120 0	64 0	38 0	7,680	391,680	1866.....	60,774.25	45,000.00	Do.
148 0	125 0	37 0	10,620	353,050	1865.....	96,019.30	70,000.00	Good.
106 0	20 0	10 0	2,120	28,080		5,000.00		
22 6	14 6	11 0	826	4,300		400.00	100.00	Fair.
60 0	31 0	26 0	1,860	60,800	1864.....	6,500.00	4,000.00	Good.
149 0	56 0	27 0	8,195	297,000	1863.....	28,232.65	25,000.0	Do.
103 0	48 0	16 0	5,049	119,100	1860.....	25,318.11	24,000.00	Do.
56 0	35 6	10 0	1,775	28,700		10,000.00	6,000.00	Do.
30 0	22 0	13 0	660	9,930	1856.....	1,934.77	1,000.00	Fair.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal
 PORTSMOUTH, N. H.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storerooms, offices, etc.—Continued.</i>						
34	Ordnance	Shell house (loading)	Brick	Stone	1	Slate
35	Y. and D.	Stable	Wood	do	1	Shingle
36	do	do	do	do	1	do
37	do	do	do	do	1	do
38	do	do	do	do	1	do
39	do	do	do	do	1	do
40	do	Yard stable	Brick	do	2	Slate
41	do	Coal storage	Wood	do	1	Shingle
42	do	Machine and joiner shop	Brick and stone	do	1	Slate
43	S. and A.	Lumber storage	Wood and stone	do	1	do
44	C. and R.	Cooper shop	Brick and stone	do	1	do
45	do	Machine shop	Brick	do	2	do
46	do	Boiler house	do	do	1	Slate and cop- per.
51	do	Pitch house	do	do	1	Slate
53	General use	Storage	Wood	do	1	do
54	Y. and D.	Watch station	do	do	1	Shingle
55	C. and R.	Oakum house	Brick	do	2	Slate
56	Y. and D.	Teamster's office	Wood	do	1	Shingle
59	C. and R.	Boat shop	Brick	do	2	Slate
60	do	Boat storage	do	Concrete	2	do
62	Y. and D.	Blacksmith shop	do	Stone	1	do
63	do	Cart shed	do	do	1	Gravel
64	do	Fire-engine house	do	do	1	Tin
65	do	Plumber and tin shop	do	do	2	Slate
67	do	Storage	Wood	do	1	Shingle
68	Equipment	Operators, wireless telegraph	Brick	do	2	do
69	Y. and D.	Pump house	do	do	1	do
70	do	Ice house	Wood	do	1	do
71	do	Scales house	do	do	1	do
72	do	Electric plant	Brick	do	1	Slate
73	M. and S.	Dispensary	do	do	2	do
74	C. and R.	Sawmill	do	Concrete	2	do
75	do	Foundry	do	do	2	do
76	do	Smith shop	do	do	2	do
77	do	Winch house	Wood	Stone	1	Shingle
79	Equipment	Machine shop	Brick	Concrete	3	Asbestos
80	S. E.	do	do	do	1	Slate
81	C. and R.	Office building	do	do	2	Copper
82	do	Dry kiln	do	do	1	Slate
83	General use	Latrine	do	do	1	Flint cote
84	do	Coal-storage plant	Wood	do	1	Gravel
85	General use	Latrine	Brick	do	1	Slate
86	S. and A.	General storehouse	do	do	3	Asphalt
89	Equipment	Chain shed and rigging loft	do	do	2	Tin
91	do	Pump well, dry dock	Stone	do	1	Copper
92	C. and R.	Steel plant	Brick	do	2	Slate
93	do	Naval prison	Concrete	do	1	do
94	S. E.	Office building	Brick	do	1	Tin
95	do	Pattern shop	do	do	1	do
96	do	Boiler shop	do	do	1	do
97	S. and A.	Yard scales	Wood	Concrete	1	Slate
Total						
<i>Miscellaneous.</i>						
Furniture						
Live stock						
Carts and vehicles						
Yard craft						
Cranes, shears, and derricks						
Track and platform scales						
Workshop appliances						
Water-front appliances						
Railroad stock, etc						
Machinery						
Total						
Grand total						



at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

PORTSMOUTH, N. H.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
45 0	28 0	14 0	1,260	33,925	1858.....	\$10,128.00	\$5,000.00	Fair.
30 0	30 0	15 0	900	18,000	1851.....	2,000.00	300.00	Poor.
56 0	48 0	12 0	2,030	25,980	.....	1,500.00	500.00	Do.
61 0	32 0	12 0	1,952	38,025	.....	1,300.00	500.00	Do.
104 0	34 6	15 0	3,588	73,550	.....	3,500.00	1,000.00	Do.
81 0	26 0	9 0	1,960	17,980	.....	600.00	100.00	Do.
81 0	74 0	20 0	3,856	98,280	1858.....	21,082.00	12,000.00	Fair.
70 0	40 6	14 0	2,750	56,000	1886.....	1,000.00	300.00	Poor.
200 0	65 0	16 0	13,000	357,500	1853.....	16,250.00	28,000.00	Good.
200 0	65 0	16 0	13,000	357,500	1853.....	16,247.97	15,000.00	Do.
100 0	50 0	16 0	5,000	130,000	1858.....	12,410.00	11,000.00	Do.
248 0	65 0	28 0	16,120	627,500	1893.....	50,620.47	60,000.00	Do.
56 0	37 0	17 0	2,072	50,700	1894.....	7,443.32	5,000.00	Fair.
28 0	20 0	10 0	560	7,835	1858.....	3,000.77	2,000.00	Do.
301 0	131 0	22 0	39,431	1,387,650	.....	80,637.88	70,000.00	Do.
26 0	16 0	10 0	416	4,280	.....	800.00	200.00	Poor.
60 0	30 0	21 0	1,800	54,400	1869.....	6,575.79	5,000.00	Fair.
25 0	16 0	10 0	400	5,500	.....	500.00	200.00	Poor.
151 0	66 0	28 0	10,960	336,850	1865.....	30,721.70	25,000.00	Fair.
203 0	78 8	44 6	14,327	651,623	1904.....	69,909.91	70,000.00	Good.
60 0	54 0	13 0	2,736	36,400	.....	3,000.00	1,500.00	Fair.
19 2	30 0	15 0	5,760	84,150	.....	2,500.00	500.00	Poor.
77 0	63 0	17 0	3,610	79,640	1870.....	8,562.26	3,000.00	Do.
50 0	30 0	20 0	1,500	39,000	1875.....	5,000.00	3,000.00	Fair.
109 0	36 6	17 0	3,979	106,540	.....	2,000.00	25.00	Poor.
36 0	20 0	18 0	720	16,500	.....	2,500.00	1,500.00	Good.
19 0	13 0	11 0	267	3,200	.....	.....	400.00	Fair.
60 0	40 0	21 0	2,400	84,000	.....	.....	8,000.00	Do.
20 0	17 0	10 0	340	5,000	.....	.....	250.00	Do.
123 0	111 0	31 0	9,693	306,600	1901.....	80,017.33	30,000.00	Good.
35 0	40 0	26 0	1,400	41,100	1900.....	6,197.94	6,200.00	Do.
140 0	45 0	28 0	6,300	220,500	1902.....	80,121.22	31,000.00	Do.
205 0	65 0	31 0	13,325	666,313	1904.....	49,316.25	41,000.00	Do.
498 0	80 8	24 0	28,162	660,934	1902.....	56,999.89	57,000.00	Do.
25 0	14 0	8 6	350	4,550	.....	.....	200.00	Poor.
275 0	65 0	56 0	15,366	685,423	1904.....	114,650.22	115,000.00	Good.
250 0	91 4	24 4	22,833	1,004,436	.....	.....	100,000.00	Do.
120 0	50 0	31 0	6,000	170,646	1905.....	35,064.85	35,000.00	Do.
74 0	12 0	12 0	888	12,000	.....	.....	1,200.00	Do.
33 0	22 6	12 4	642	8,756	1902.....	2,000.00	2,000.00	Do.
205 0	103 0	46 6	21,655	679,713	.....	.....	60,000.00	Do.
33 0	22 6	12 4	642	8,756	1902.....	.....	2,000.00	Do.
200 8	50 8	54 5	16,194	840,838	.....	.....	150,000.00	Do.
220 0	50 0	35 9	11,000	402,864	1905.....	50,071.74	50,000.00	Do.
257 0	.....	20 0	2,615	124,317	.....	.....	.....	Do.
263 0	51 4	42 0	54,671	1,237,137	1905.....	.....	150,000.00	Do.
100 0	50 0	53 8	13,479	744,627	.....	.....	200,000.00	Do.
100 0	50 0	18 8	5,000	93,821	1905.....	15,043.15	15,000.00	Do.
23 0	16 0	10 6	345	5,002	1905.....	990.41	990.00	Do.
.....	.....	.....	.....	.....	.....	.....	1,824,415.00	.....
.....	.....	.....	.....	.....	.....	.....	15,000.00	.....
.....	.....	.....	.....	.....	.....	.....	3,000.00	.....
.....	.....	.....	.....	.....	.....	.....	2,000.00	.....
.....	.....	.....	.....	.....	.....	.....	30,000.00	.....
.....	.....	.....	.....	.....	.....	.....	40,000.00	.....
.....	.....	.....	.....	.....	.....	.....	7,500.00	.....
.....	.....	.....	.....	.....	.....	.....	8,000.00	.....
.....	.....	.....	.....	.....	.....	.....	40,000.00	.....
.....	.....	.....	.....	.....	.....	.....	25,000.00	.....
.....	.....	.....	.....	.....	.....	.....	21,000.00	.....
.....	.....	.....	.....	.....	.....	.....	210,500.00	.....
.....	.....	.....	.....	.....	.....	.....	6,594,115.00	.....

a Diameter.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal
PUGET SOUND, WASH.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Land and permanent im- provements.</i>				
		Land .....	.....	.....	.....	.....
		Yard walls and fences.....	.....	.....	.....	.....
		Quay walls .....	.....	.....	.....	.....
		Wharves and piers.....	.....	.....	.....	.....
		Roads.....	.....	.....	.....	.....
		Sidewalks .....	.....	.....	.....	.....
		Terrace or retaining walls.....	.....	.....	.....	.....
		Railway tracks .....	.....	.....	.....	.....
		Crane tracks .....	.....	.....	.....	.....
		Bridges .....	.....	.....	.....	.....
		Drainage and sewer systems.....	.....	.....	.....	.....
		Water system.....	.....	.....	.....	.....
		Fire-protection system and appliances.....	.....	.....	.....	.....
		Fire-alarm system.....	.....	.....	.....	.....
		Electric-light system .....	.....	.....	.....	.....
		Power system.....	.....	.....	.....	.....
		Heating system .....	.....	.....	.....	.....
		Telephone system .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		<i>Dry docks and accessories, ma- rine railways, building slips.</i>				
		Dry dock No. 1.....	.....	.....	.....	.....
		<i>Officers' quarters.</i>				
"A" (No. 4).	Y. and D....	Surgeon	Wood.....	Stone.....	2	Shingle.....
"B" (No. 2).	.....do.....	Naval constructor.....	.....do.....	.....do.....	2	.....do.....
"C" (No. 1).	.....do.....	Commandant.....	.....do.....	.....do.....	2	.....do.....
"D" (No. 3).	.....do.....	Captain of yard.....	.....do.....	.....do.....	2	.....do.....
"E" (No. 5).	.....do.....	Civil engineer.....	.....do.....	.....do.....	2	.....do.....
"F" (No. 6).	.....do.....	Paymaster.....	.....do.....	.....do.....	2	.....do.....
"G" (No. 7).	.....do.....	Steam engineer officer .....	.....do.....	.....do.....	2	.....do.....
"H" (No. 118).	.....do.....	Boatswain.....	.....do.....	Concrete	2	.....do.....
"I" (No. 117).	.....do.....	Carpenter .....	.....do.....	.....do.....	2	.....do.....
"J" (No. 94).	.....do.....	Gunner.....	.....do.....	.....do.....	2	.....do.....
		Total .....	.....	.....	.....	.....
		<i>Workshops, storehouses, offices, and miscellaneous structures.</i>				
50	Y. and D....	General office building.....	Wood.....	Stone.....	2	Shingle.....
50	.....do.....	Annex to general office building.....	.....do.....	.....do.....	2	.....do.....
51	.....do.....	Inspector's office .....	.....do.....	.....do.....	1	.....do.....
52	C. and R....	{ Dry-dock pump and boiler house..... }	Brick.....	Brick.....	1	Slate
53	Y. and D....	Temporary storehouse.....	Wood.....	Wood.....	1	Shingle.....
54	Equipment.	{ Reading room, etc., for Philadelphia..... }	.....do.....	.....do.....	1	.....do.....
55	.....do.....	Shooting gallery.....	.....do.....	.....do.....	1	.....do.....
56	Y. and D....	Board of labor building .....	.....do.....	.....do.....	1	.....do.....
57	C. and R....	Temporary coal shed.....	.....do.....	.....do.....	1	.....do.....
58	.....do.....	C. and R. shop	Brick.....	Concrete	2	Slate
59	S. and A....	Storehouse	{do..... }	Brick.....	2	.....do.....
60	C. and R....	Temporary plate shed.....	Wood.....	Wood.....	1	Shingle.....
61	Y. and D....	Fire-hose house (wagon shed).....	.....do.....	.....do.....	1	.....do.....
62	.....do.....	Oil house.....	{do..... }	.....do.....	1	.....do.....
63	.....do.....	Temporary water supply, pumping station, and coal shed.....	.....do.....	.....do.....	1	.....do.....
64	.....do.....	Coal shed.....	.....do.....	.....do.....	1	.....do.....
65	.....do.....	Electric light station	Brick.....	Concrete	1	Slate
66	S. E.....	Shop and boiler house.....	{do..... }	.....do.....	1	Tin
67	Y. and D....	Hose carriage shed	Wood.....	Wood.....	1	Shingle.....
68	.....do.....	Water-closet for ships in dock.....	.....do.....	.....do.....	1	.....do.....

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

PUGET SOUND, WASH.

Length.	Width.	Height of ceaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
							\$307,141.87	
							8,461.29	
							116,697.74	
							134,336.27	
							46,732.19	
							853.36	
							25,500.00	
							56,976.56	
							20,720.13	
							46,436.59	
							37,943.29	
							4,212.91	
							57,375.70	
							83,153.28	
							13,904.24	
							14,135.22	
							974,580.64	
							477,853.75	
54 0	49 0	25 0	2,700	66,000	June 25, 1895	\$4,000.00	4,000.00	Good.
54 0	49 0	25 0	2,700	66,000	.....do.....	4,000.00	4,000.00	Do.
77 0	65 0	27 0	4,000	118,000	.....do.....	9,000.00	9,000.00	Do.
54 0	49 0	25 0	2,700	66,000	.....do.....	4,000.00	4,000.00	Do.
54 0	49 0	25 0	2,700	66,000	.....do.....	4,000.00	4,000.00	Do.
49 0	45 0	27 0	2,200	54,000	May 1, 1904	5,000.00	5,000.00	Do.
49 0	45 0	27 0	2,200	54,000	May 16, 1904	5,000.00	5,000.00	Do.
33 2	28 2	12 0	934	18,600	June 1, 1905	3,250.00	3,250.00	Do.
33 2	28 2	12 0	934	18,600	May 16, 1905	3,250.00	3,250.00	Do.
31 0	24 0	19 0	744	17,400	June 21, 1902	3,000.00	3,000.00	Do.
							44,500.00	
64 0	44 0	30 0	2,800	90,000	June 25, 1895	7,993.00	7,993.00	Do.
43 0	42 6	30 0	1,828	56,000	Aug. 1904	5,000.00	5,000.00	Do.
30 0	30 0	12 0	900	13,000	Oct. 1, 1904	550.00	550.00	Do.
172 0	53 0	17 0	7,800	192,000	Jan. 10, 1902	51,833.00	51,833.00	Do.
104 0	46 0	9 0	4,784	79,000	Dec. 14, 1895	300.00	200.00	Do.
80 6	20 0	10 0	2,088	27,086				
66 0	7 3	9 0						
100 0	12 0	9 0	1,200	13,200	July 27, 1902	200.00	200.00	Do.
28 0	20 0	13 0	560	9,300	June 1901	700.00	700.00	Do.
80 0	46 0	12 0	3,680	72,400			75.00	Poor.
325 0	68 0	34 0	22,304		July 2, 1898	59,999.57	60,000.00	Good.
122 0	61 0	28 0	7,442	284,000	July 25, 1906	19,999.55	20,000.00	Do.
106 6	61 0	40 0	66,435	235,558	May 29, 1906	50,050.95	50,000.00	Do.
76 0	41 0	17 0	3,116	75,000	May 31, 1897	1,439.93	100.00	
24 0	18 0	9 0	432	5,200	Oct. 15, 1897	50.00	50.00	Do.
12 0	12 0	8 0	144	1,400	June 15, 1897	20.00	20.00	Do.
14 0	12 0	8 0	168	1,720	.....	30.00	30.00	Do.
24 0	16 0	12 0	384	5,500	June 10, 1896	150.00		
170 0	121 0	16 0	20,570	431,000	Sept. 26, 1898	5,579.04	5,579.00	Do.
52 0	36 0	17 0	1,872	48,000	Mar. 6, 1899	5,548.00	5,500.00	Do.
242 0	93 0	44 0	24,356	867,000	Sept. 25, 1900	56,719.00	56,000.00	Do.
50 0	31 0							
10 0	8 0	11 0	80	1,000	June 9, 1899	16.00	16.00	Do.
32 0	8 0	8 0	256	2,400	June 15, 1899	307.00	307.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal
 PUGET SOUND, WASH.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
69	Y and D.	Water-closet for pump and boiler-house.	Wood.	Wood.	1	Shingle.
70	C. and R.	Water-closet for shop.	do	do	1	do
71	Y. and D.	Powder magazine.	do	do	1	Earth.
72	do	Boat house near Philadelphia.	do	do	2	Shingle.
73	do	Old ranch.	do	do	2	do
74	do	Freight and passenger shed.	do	do	1	do
75	do	Bell tower.	do	do	1	do
76	do	Shed over platform inclosing scales.	do	do	1	do
77	do	Pump house for water supply.	{Brick.	Concrete.	1	Slate.
			{do	do	1	do
78	Equipment.	Shop.	do	do	3	Tin.
79	do	Permanent coal shed.	Wood.	Pile.	2	do
80	Ordnance.	Ammunition storage.	Brick.	Brick.	1	Slate.
81	do	Shell storage.	do	do	1	do
82	Y. and D.	Yard water closet.	Wood.	Wood.	1	Shingle.
83	do	Oil house.	Brick.	Concrete.	1	Tin.
a84	C. and R.	{Angle plate and smithery	{Iron.	do	1	Shingle.
		{shed.	{do	do	2	Wood.
a85	Ordnance.	Shop.				
86	Y. and D.	Guard's quarters at Bremerton.	Wood.	Concrete.	1	Tin.
87	do	Guard's quarters at Charleston.	do	do	1	do
88	do	Carpenter and joiner shop, Y. and D.	Brick.	do	1	do
89	M. and S.	Sick quarters.	Wood.	Brick.	1	do
			{do	do	2	do
90	Y. and D.	Stable and tool shed.	{do	Concrete.	2	Shingle.
			{do	do	1	do
a91	C. and R.	Joiner shop, C. and R.	Brick.	do	3	Tin.
92	S. E.	Joiner shop extension.	do	do	3	do
a93	Y. and D.	Water-closet.	do	do	1	do
		Storehouse for high explosives.				
95	C. and R.	Boathouse.	Wood.	Pile.	1	Shingle.
96	Ordnance.	Battery shed.	do	Wood.	1	do
97	S. E.	Office building.	{Brick.	Concrete.	2	Tin.
			{Wood.	Wood.	1	Shingle.
a98	C. and R.	Molding loft.	Wood.	do	1	do
99	do	Paint shop.	Iron.	Concrete.	1	Iron.
100	S. and A.	Freight shed on wharf.	Wood and Iron.	Pile.	1	do
101	Equipment.	Temporary workshop.	Wood.	Wood.	1	Shingle.
102	C. and R.	Plate-metal shop.	Brick.	Concrete.	2	Tin.
a103	S. and A.	Storehouse.				
a104	C. and R.	Boat shop.	Brick.	Concrete.	3	Slate.
106	Y. and D.	Water-closet for ships in dock.	Wood.	do	1	Shingle.
a106	C. and R.	Power house.				
107	do	Storehouse for steel.	Wood and steel.	Concrete.	1	Steel.
108	S. E.	Foundry and coppersmith's shop.	Brick and steel.	do	1	Copper.
a109	do	Boiler and blacksmith shop.	do	do	1	Concrete and tin.
110	do	Temporary coal shed.	Wood.	Wood.	1	Shingle.
111	do	Temporary foundry and blacksmith shop.	do	do	1	Wood.
112	C. and R.	Temporary lumber shed.	do	do	1	Shingle.
113	Ordnance.	Temporary ordnance shop.	{do	do	1	do
			{do	do	1	do
114	S. E.	Boiler house for heating U. S. R. S. Philadelphia.	do	Pile.	1	do
115	do	Temporary pattern shop.	do	Wood.	1	Tin.
116	Y. and D.	Crane house.				
a119	S. and A.	Lumber shed.	Wood.	Wood.	1	Shingle.
a120	Y. and D.	Coal pockets for yard use.				
121	Equipment.	Coal chutes and trestle on coal wharf.	Wood.			

a Not yet complete.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

PUGET SOUND, WASH.—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
8 0	6 0	6 0	48	330	June 15, 1899	\$15.00	\$15.00	Good.
23 0	8 0	7 0	184	1,500	do	25.00	25.00	Do.
16 0	14 0	10 0	224	3,000	Aug. 31, 1899	15.00	15.00	Do.
30 0	26 0	9 0	780	10,400	do	40.00	200.00	Do.
30 0	23 0	10 0	690	9,600	do	do	100.00	Fair.
36 0	10 0	9 0	360	3,800	Dec. 31, 1899	20.00	do	do
16 0	16 0	40 0	256	5,000	Jan. 31, 1900	125.00	125.00	Good.
20 0	16 0	10 0	320	4,000	Apr. 15, 1900	247.01	150.00	Do.
31 0	28 0	16 0	868	18,000	Oct. 19, 1900	3,000.00	3,000.00	Do.
26 1	27 11	16 0	728	15,650	Dec. 31, 1904	2,200.00	2,200.00	Do.
208 0	64 6	47 3	13,466	650,000	Aug. 18, 1903	94,780.00	94,780.00	Do.
620 0	93 0	38 0	57,660	2,507,280	Nov. 25, 1903	120,000.00	120,000.00	Do.
150 0	50 0	15 0	7,500	150,000	Nov. 11, 1902	20,609.99	20,000.00	Do.
150 0	50 0	15 0	7,500	150,000	do	20,609.99	20,000.00	Do.
30 0	16 0	13 0	480	7,200	May 7, 1901	1,000.00	800.00	Do.
41 0	20 0	12 0	820	10,100	June 7, 1901	\$1,700.00	\$1,700.00	Do.
132 0	64 0	20 0	8,448	250,000	Nov. 3, 1902	11,760.94	11,000.00	Do.
192 0	64 0	33 0	12,288	522,240	do	do	do	do
34 0	26 0	12 0	884	9,350	Sept. 25, 1901	2,050.00	1,800.00	Do.
34 0	26 0	12 0	884	9,350	do	2,050.00	1,800.00	Do.
150 0	50 0	20 0	7,500	172,500	Jan. 12, 1902	9,966.00	9,000.00	Do.
73 11	27 5	17 0	2,000	34,000	May 7, 1903	6,139.77	6,139.00	Do.
37 5	35 0	20 0	1,300	26,000	Jan. 21, 1904	5,086.61	5,086.00	Do.
61 6	50 0	12 0	2,700	66,000	May 19, 1902	5,938.88	5,938.00	Do.
62 6	32 0	12 0	2,000	32,000	Aug. 25, 1903	125.15	125.00	Do.
207 6	71 11	47 0	14,925	755,000	Nov. 18, 1903	63,995.00	63,995.00	Do.
43 0	71 11	47 0	3,384	152,400	Jan. 11, 1902	1,566.00	1,566.00	Do.
22 0	22 0	12 0	450	4,650	do	do	do	do
100 0	40 0	14 0	4,000	76,700	Feb. 23, 1901	4,317.00	3,500.00	Do.
30 0	15 0	10 0	450	4,500	May 24, 1901	292.19	292.00	Do.
30 0	20 0	20 0	600	12,000	June 30, 1901	2,654.00	2,654.00	Do.
18 0	15 0	10 0	270	3,375	Dec. 20, 1904	200.00	200.00	Do.
200 0	50 0	16 0	10,000	228,000	Sept. 7, 1901	4,351.00	4,351.00	Do.
60 0	32 0	16 0	1,920	32,640	Sept. 6, 1901	3,882.00	3,882.00	Fair.
80 0	34 0	16 0	2,720	58,480	Aug. 6, 1901	1,858.54	1,800.00	Good.
100 0	40 0	16 0	5,720	111,000	Feb. 18, 1902	2,880.99	2,500.00	Do.
30 0	20 0	13 0	780	10,260	do	do	do	do
20 0	11 0	7 0	770	8,030	do	do	do	do
165 2	63 2	35 0	10,433	404,000	Nov. 1, 1905	46,710.04	46,700.00	Do.
309 3	65 6	55 6	20,269	1,185,888	do	do	do	do
47 0	18 8	11 0	877	13,157	Nov. 24, 1903	5,000.00	5,000.00	Do.
242 0	58 8	25 0	14,200	466,000	Apr. 11, 1905	30,726.00	30,726.00	Do.
215 4	90 0	38 0	19,380	666,000	Feb. 21, 1905	69,144.99	69,144.00	Do.
292 0	90 0	49 5	26,280	520,404	do	do	do	do
184 0	30 0	8 0	5,520	65,890	Oct., 1901	1,004.00	1,004.00	Do.
160 0	40 0	16 0	5,400	129,440	do	1,937.00	1,937.00	Do.
150 0	40 0	9 9	6,000	107,000	Sept. 2, 1902	729.00	729.00	Do.
100 0	40 0	14 0	6,000	63,000	do	do	do	do
100 0	20 0	10 0	6,000	107,000	Feb. 2, 1904	5,005.30	5,005.00	Do.
50 0	20 6	18 0	1,025	21,500	Nov. 22, 1903	1,609.60	1,609.00	Do.
60 0	30 0	13 3	1,800	35,100	July, 1902	1,121.00	1,121.00	Do.
155 6	26 0	14 0	4,043	76,520	Mar. 6, 1906	860.27	860.00	Do.
do	do	do	do	do	Nov. 25, 1903	8,056.40	8,056.00	Do.

b North 70 feet moved east across railroad track.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal
 PUGET SOUND, WASH.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storehouses, offices, etc.—Continued.</i>				
122	Equipment.....	Traveling coal hoist (north tower).				
123	do	Traveling coal hoist (south tower).				
124	Y. and D	Reservoir (east tank)	Steel	Concrete	1	Shingle.....
125	do	Reservoir (west tank)	do	do	1	do
126	M. and S	Pesthouse	Wood	Wood	1	do
127	do	Morgue	do	do	1	do
128	do	Disinfecting chamber	do	do	1	do
129	Ordnance.....	Filling room on wharf No. 2	do	do	1	do
130	Y. and D	Latrine for general use	do	do	1	do
131	do	Cement shed	do	do	1	Roofing felt
132	do	Locomotive roundhouse	do	do	1	Tin
133	Equipment.....	Wireless-telegraph station				
134	do	Boiler house at coaling plant	Wood	Wood	1	Tin
135	do	Oil house, coal plant	Corrugat- ed steel.	do	1	Steel
		Total				
		<i>Miscellaneous.</i>				
		Furniture				
		Live stock				
		Carts and vehicles				
		Yard craft				
		Cranes, shears, and derricks				
		Track and platform scales				
		Workshop appliances				
		Water-front appliances				
		Railroad stock, etc				
		Machinery				
		Total				
		Grand total				

SACKETTS HARBOR, N. Y.

		<i>Land and permanent improve- ments.</i>				
		Land				
		Yard walls and fences				
		Total				
		<i>Officers' quarters.</i>				
A	Y. and D	Commandant (not occupied)	Brick	Stone	3 ^a	Wood
B	do	Ship keeper	do	do	3 ^a	do
		Total				
		<i>Workshops, storehouses, offices, and miscellaneous structures.</i>				
1	Y. and D	Gun shed	Wood	Stone	1	Wood
2	do	Stable and storehouse	do	do	2	do
3	do	Ice house	do	do	1 ^a	do
4	do	Well house	do	do	1	do
5	do	Boathouse	Brick	Stone	1	do
6	do	Carpenter shop	Wood	do	1 ^a	do
		Total				
		Grand total				

^a Height.^b Gallons.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

PUGET SOUND, WASH.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
a 77 9	22 0				Nov. 25, 1903.	\$26,000.00	\$26,000.00	Good.
a 77 9	22 0				do	26,000.00	26,000.00	Do.
	30 0	40 0	707	b 200,000	Apr. 24, 1897.	3,875.05	3,875.00	Do.
	30 0	40 0	707	b 200,000	do	3,875.05	3,875.00	Do.
22 4	14 4	9 0	578	7,502	Dec. 1, 1894.	200.00	200.00	Do.
18 0	14 4	8 0	101	960	Apr. 26, 1905.	100.00	100.00	Do.
12 3	8 3	8 0	208	2,422	Apr. 28, 1905.	180.11	180.00	Do.
20 3	10 3	8 0	332	3,625	Sept. 29, 1904.	87.00	87.00	Do.
20 4	16 0	7 9	206	2,162	Oct. 13, 1904.	316.82	317.00	Do.
25 3	8 2	17 0	2,047	42,064	Aug. 12, 1905.	872.72	872.00	Do.
56 4	36 4	16 8	2,385	50,286	Mar. 10, 1906.	2,671.00	2,671.00	Do.
26 0	18 0	17 0	468	9,560	Dec. 30, 1905	1,167.77	1,167.00	Do.
24 0	16 0	8 0	384	4,096	Feb. 13, 1906	313.65	313.00	Do.
							890,439.00	
							11,846.45	
							500.00	
							3,681.80	
							90,122.00	
							2,288.49	
							983.59	
							8,698.00	
							25,003.29	
							8,462.68	
							151,586.30	
							2,538,950.00	

SACKETTS HARBOR, N. Y.

							\$15,000.00	
							500.00	
							15,500.00	
40 0	32 0				1847.		3,000.00	Fair.
40 0	26 0				1847.		5,000.00	Do.
							8,000.00	
60 0	15 0				1863.		700.00	Fair.
40 0	28 0				1847.		400.00	Do.
22 0	16 0				1850.		200.00	Do.
10 0	10 0						50.00	
21 0	16 0				1852.		600.00	Do.
44 0	22 0				1852.		500.00	Do.
							2,450.00	
							25,950.00	

• Not yet complete.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements**fiscal*

SAN JUAN, P. R.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Land and permanent improve- ments.</i>						
		Land				
		Yard walls and fences				
		Quay walls				
		Wharves and piers				
		Roads and walks				
		Railway track (not laid in store)				
		Crane track				
		Drainage and sewage system				
		Water system (including dis- tilling plant)				
		Fire apparatus				
		Electric-light system				
		Telephone system				
		Total				
<i>Dry docks and accessories, ma- chine railways, building slips.</i>						
		Machine railway				
		Total				
<i>Officers' quarters.</i>						
A	Quarters	Commandant	Rubble	Rubble	2	Brick
C	do	Captain of yard	do	do	2	do
E	do	Paymaster	do	do	2	do
G	do	Hospital steward	do	do	1	do
H	do	Boatswains	do	do	1	do
		Total				
<i>Workshops, stables, and miscellaneous structures.</i>						
1	Marines	General offices	Rubble	Rubble	1	Brick
2	do	Squad room	do	do	1	Steel and con- crete.
3	M. and S.	Sick quarters	do	do	1	Brick
4	Marines	Guardhouse	do	do	1	do
5	do	Squad room and store	do	do	1	do
7	do	Brig	do	do	1	do
	G. S. K.	Store				
8	do	do	Rubble	Rubble	1	Brick
9	Marines	Squad room	do	do	1	do
10	Y. and D.	Shops, distilling and electric plants, pumps, coal shed.	do	do	1	do
12	Marines	Library, etc.	do	do	1	do
15	G. S. K.	Store	do	do	1	do
16	do	do	do	do	1	do
	Marines	Mess hall, kitchen, etc.				
17	Y. and D.	Latrine	Brick and wood.	None	1	Tin
18	G. S. K.	Store	Stone	Stone	1	Brick
19	Y. and D.	Tank and magazine	do	do	2	Concrete
24	Treas. Dept.	Custom-house stores	Wood	None	1	Iron
25	do	Custom-house	Rubble	Rubble	1	Brick
26	Marines	Store	do	do	1	do
27	L. H. Estab.	do	do	do	1	do
28	Y. and D.	Paint shop	do	do	1	do
	G. S. K.	Store				
29	do	do	Wood	None	1	Iron
30	S. E.	do	do	do	1	do
	G. S. K.	do				
	Marines	Canteen				
31	Y. and D.	Tools, etc.	Wood	None	1	Iron
32	do	Carpenter shop	do	do	1	do
	Equipment	Stores				
33	do	Coaling tools	Wood	None	1	Iron
34	L. H. Estab.	Dwelling and store	do	do	1	do
	"Caminero"		Rubble	Rubble	1	Brick
		Total				

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

SAN JUAN, P. R.

Length.	Width.	Height of keel.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
620 0							\$1,800,000.00	
1,000 0							3,000.00	Fair.
							5,000.00	Do.
			11,649		1902	\$16,500.00	10,000.00	Do.
			25,400				4,000.00	Do.
							1,200.00	Good.
							200.00	Fair.
1,850 0						1,800.00	300.00	Do.
4,100 0	(n)						5,000.00	Good.
							240.00	Fair.
					1902	5,000.00	4,500.00	Good.
					1903	800.00	500.00	Do.
							1,833,100.00	
							50.00	Poor.
							50.00	
54 0	33 0	31 0	1,882	58,340	Unknown		5,000.00	Good.
55 0	35 0	27 0	1,820	86,820	do		3,000.00	Do.
50 0	35 0	17 0	1,645	34,020	do		3,000.00	Do.
31 0	30 0	18 0	1,020	17,820	do		1,000.00	Do.
128 0	22 0	13 0	2,920	37,960	do		3,500.00	Do.
							15,500.00	
115 0	72 0	21 0	6,400	114,450	Unknown		8,700.00	Good.
94 0	48 0	19 0	4,612	75,950	do		3,300.00	Fair.
82 0	53 0	18 0	3,250	55,250	do		4,000.00	Do.
60 0	25 0	16 0	1,390	20,550	do		1,800.00	Do.
102 0	48 0	18 0	2,740	43,840	do		4,000.00	Good.
75 0	24 0	16 0	1,680	23,520	do		1,700.00	Fair.
101 0	73 0	16 0	2,290	34,350	Unknown		3,000.00	Do.
103 0	24 0	18 0	2,410	38,560	do		2,500.00	Do.
110 0	89 0	16 0	5,170	77,190	do		4,000.00	Do.
54 0	38 0	26 0	1,510	62,750	do		2,100.00	Do.
100 0	17 0	10 0	1,700	17,000	do		600.00	Poor.
266 0	33 0	17 0	8,180	132,060	do		7,000.00	Fair.
16 0	10 0	12 0	160	2,080	1899	Unknown	300.00	Do.
35 0	22 0	20 0	770	15,400	Unknown		800.00	Good.
31 0	24 0	37 0	800	29,600	do		1,500.00	Do.
81 0	67 0	18 0	5,280	63,360	do		600.00	Poor.
201 0	67 0	20 0	15,200	273,600	do		14,000.00	Good.
63 0	20 0	15 0	1,320	18,480	do		1,000.00	Do.
63 0	20 0	15 0	1,320	18,480	do		1,000.00	Do.
85 0	16 0	10 0	1,245	11,185	do		1,000.00	Fair.
66 0	26 0	14 0	1,625	21,125	Unknown		50.00	Bad.
165 0	26 0	14 0	4,300	73,000	do		1,200.00	Fair.
16 0	16 0	10 0	256	2,560	Unknown		50.00	Poor.
87 0	24 0	11 0	2,088	22,968	do		300.00	Do.
57 0	28 0	11 0	1,596	17,556	Unknown		300.00	Fair.
95 0	17 0	12 0	1,615	19,380	do		250.00	Poor.
81 0	14 0	13 0	400	5,200	do		600.00	Good.
							55,650.00	

41 inch and over.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

SAN JUAN, P. R.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Miscellaneous.</i>				
		Furniture .....	.....	.....	.....	.....
		Live stock .....	.....	.....	.....	.....
		Carts and vehicles .....	.....	.....	.....	.....
		Yard craft .....	.....	.....	.....	.....
		Crane .....	.....	.....	.....	.....
		Machinery and tools .....	.....	.....	.....	.....
		Books, maps, etc .....	.....	.....	.....	.....
		Flags .....	.....	.....	.....	.....
		Coaling facilities (1 steam boiler) .....	.....	.....	.....	.....
		Pile-driver leads .....	.....	.....	.....	.....
		Holisting engine .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		Grand total .....	.....	.....	.....	.....

SECOND NAVAL DISTRICT, RHODE ISLAND.

		<i>Land and permanent improve- ments.</i>				
		Total .....	.....	.....	.....	.....
		<i>Officers' quarters.</i>				
A	Y. and D	Commandant	Frame	Brick	2	Shingle
		Grand total .....	.....	.....	.....	.....

TUTUILA.

		<i>Land and permanent improve- ments.</i>				
		Land .....	.....	.....	.....	.....
		Total .....	.....	.....	.....	.....
		<i>Officers' quarters.</i>				
1	Y. and D	Commandant's residence	Wood	Concrete	2	Iron
5	do	Officers' quarters	do	Wood	1	do
20	do	do	do	Concrete	2	do
25	do	do	do	do	1	do
26	do	do	do	do	2	do
		Total .....	.....	.....	.....	.....
		<i>Workshops, storehouses, offices, and miscellaneous structures.</i>				
2	Y. and D	Barracks	Concrete	Concrete	1	Iron
3	do	Enlisted men's quarters	Wood	Iron	1	do
4	do	Jail	do	do	1	do
6	do	Coal sheds	Steel	Concrete	1	do
	do	Wharf	do	Steel .....	.....	.....
7	S. and A	Storehouse	do	Concrete	1	Iron
8	Y. and D	Ice plant	Wood	do	2	do
9	do	Storehouse, station ship	do	Wood	1	do
10	S. and A	Storehouse	do	do	1	do
11	do	Ice house, station ship	do	do	1	do
12	Y. and D	Paint and oil shop	do	Iron	1	do
13	do	Blacksmith shop	do	Concrete	1	do
14	do	Carpenter shop	do	do	2	do
15	do	Lamp house	do	Wood	1	do
16	do	Magazine	do	do	1	do
17	do	Printing office	do	Steel	1	do
18	do	Prison, station ship ^a	do	Wood	1	do

^a Formerly ice house.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

SAN JUAN, P. R.—Continued.

Length.	Width.	Height of eaves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
						\$280.00	\$1,880.00	Fair.
						1,166.00	200.00	Do.
							1,000.00	Good.
							12,000.00	Fair.
					1906	500.00	200.00	Poor.
							2,000.00	Fair.
							2,000.00	Good.
						284.00	150.00	Fair.
					1903	1,995.00	1,900.00	Good.
					1906		500.00	Do.
							500.00	Fair.
							22,330.00	
							1,936,630.00	

SECOND NAVAL DISTRICT, RHODE ISLAND.

							\$7,800.00	
46 0	48 0	25 3	1,975	42,000	Aug., 1896 ...	\$8,000.00	9,200.00	Fair.
							17,000.00	

TUTUILA.

							\$49,125.39	
							49,125.39	
124 0	76 0	24 0	5,534	56,232	1903	\$14,870.00	15,000.00	Good.
49 0	44 0	12 0	2,112	25,344	1899		750.00	Fair.
50 0	48 0	22 0	2,400	52,800	1897		1,500.00	Very poor.
27 0	23 0	10 0	621	6,210			150.00	Do.
60 0	48 0	20 0	2,880	57,600	1906	4,986.26	5,000.00	New.
							22,400.00	
100 0	38 0	10 0	3,800	3,800	1901		2,800.00	Fair.
20 0	30 0	10 0	600	6,000	1902	294.60	300.00	Do.
30 0	24 0	10 0	720	8,640	1900		300.00	Do.
150 0	100 0	17 0	15,000	255,000	1902			
280 0	48 0		13,440		1902	282,262.00	282,262.00	Good.
30 0	50 0	10 0	1,500	15,000	1902			
60 0	29 0	14 0	1,740	24,360	1904	7,650.98	7,650.00	Do.
32 0	20 0	10 0	640	6,400	1903	330.00	300.00	Fair.
32 0	20 0	10 0	640	6,400	1903	330.00	300.00	Do.
16 0	16 0	10 0	256	2,560	1903	213.00	200.00	Do.
24 0	24 0	10 0	576	5,760	1904	147.09	140.00	Good.
24 0	28 0	10 0	673	6,720	1904	247.15	240.00	Do.
60 0	20 0	22 0	1,800	61,600	1904	2,575.85	2,500.00	Fair.
6 0	10 0	10 0	60	600	1902	75.00	25.00	Do.
14 0	12 0	9 0	168	1,512	1903	184.12	75.00	Do.
16 0	16 0	10 0	256	2,560	1899		75.00	Do.
16 0	16 0	10 0	256	2,560	1902	171.00	100.00	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

TUTUILA—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storehouses, offices, etc.—Continued.</i>				
19	P. and D.	Captain of yard's office	Wood	Concrete	1	Iron
21	do	Office building	do	do	2	do
22	M. and S	Hospital office	do	Steel	1	do
23	do	Hospital	do	Wood	1	do
24	Y. and D	Lumber shed	do	Steel	1	do
27	do	Boathouse	do	do	1	do
28	do	Lumber shed	do	do	1	do
		Total				
		Grand total				

WASHINGTON, D. C.

		<i>Land and permanent improve- ments.</i>				
		Land				
		Yard wall and fences a				
		Quay wall b				
		Roads				
		Sidewalks				
		Terrace and retaining walls				
		Rail tracks				
		Drainage and sewerage sys- tem.				
		Water system				
		Fire-protection system and apparatus.				
		Electric-light system				
		Power system				
		Heating system				
		Local telephone and time system.				
		Underground conduit system.				
		Electric time system				
		Police detector system				
		Total				
		<i>Dry docks and accessories, ma- rine railways, building slips.</i>				
	Y. and D	Marine railway				
		Total				
		<i>Officers' quarters.</i>				
A	Y. and D	Commandant and superin- tendent.	Brick	Brick	24	Slate
B	do	Assistant superintendent and headquarters' department Y. and D.	do	do	24	do
C	do	Inspector of ordnance	do	do	3	Tin
D	do	Assistant inspector ordnance	do	do	3	do
E	do	General storekeeper	do	do	3	do
F	do	Assistant inspector ordnance	do	do	3	do
G	do	Surgeon	do	do	3	do
H	do	Assistant inspector of ord- nance.	do	do	2	do
K	do	do	do	do		
L	do	Officer in charge seamen quarters.	do	do	3	do
M	do	Chemist	do	do		
N	do	Assistant inspector of ord- nance.	do	do	2	Slate
O	do	do	do	do	2	do
R	do	Naval constructor	do	do	24	do
		Total				

a New wall under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

TUTUILA—Continued.

Length.	Width.	Height of eaves.	Superficial area.	Cubical contents.	Date of completion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
48 0	44 0	10 0	2,112	21,120	1900.....		\$1,000.00	Good.
60 0	52 0	24 0	3,120	74,880	1904.....	\$10,000.00	10,000.00	Do.
22 0	33 0	10 0	726	7,260	1903.....	296.37	200.00	Fair.
44 0	32 0	10 0	1,408	14,080	1900.....		100.00	Very poor.
60 0	30 0	10 0	1,800	18,000	1905.....	678.48	678.00	Good.
60 0	18 0	9 0	1,080	9,720	1906.....	481.86	500.00	New.
45 0	30 0	10 0	1,350	13,500	1906.....	437.33	500.00	Do.
							310,245.00	
							381,770.39	

WASHINGTON, D. C.

							\$1,750,160.00	
							51,790.49	
							180,071.17	
							112,687.67	
							10,826.00	
							28,500.00	
							61,350.49	
							31,342.89	
							29,985.08	
							19,387.44	
							211,517.02	
							20,337.62	
							5,927.26	
							67,075.31	
							2,183.00	
							1,867.00	
							2,535,008.44	
							60,000.00	
							60,000.00	
{ 42 0	26 0	20 0	{ 3,297	105,942	1848.....		10,000.00	Fair.
{ 49 0	45 0	32 0						
{ 77 6	22 0	18 6	{ 2,891	78,570	1848.....		6,468.00	Do.
{ 28 0	20 0	22 0						
44 0	24 0	43 0	1,493	53,926	1879.....	\$5,956.55	8,000.00	Do.
44 0	24 0	43 0	1,493	53,926	1879.....	5,956.55	8,000.00	Do.
49 0	28 0	33 3	1,372	55,944	1880.....		4,000.00	Do.
49 0	23 0	38 3	1,127	45,954	1880.....		4,000.00	Do.
49 0	21 0	38 3	1,889	47,914	1880.....		2,000.00	Do.
40 6	23 0	21 6	1,889	47,914	1880.....		4,000.00	Do.
68 0	35 7	37 3	2,420	94,350	1868.....		15,000.00	Do.
					1891.....			
30 0	30 0	31 0	950	34,200	1866.....		5,000.00	Do.
					1891.....			
30 0	30 0	31 0	950	34,200	1866.....		5,000.00	Do.
					1891.....			
43 0	27 0	23 6	1,161	31,592	1890.....	7,000.00	7,000.00	Good.
							78,463.00	

^b New quay wall under construction.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

WASHINGTON, D. C.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
		<i>Workshops, storerooms, offices, and miscellaneous structures.</i>				
1	Y. and D.	Commandant's office.	Brick	Brick	2	Tin
2	U. S. M. C.	Marine barracks	do	Stone	3	do
3	M. and S.	Dispensary	do	Brick	2	do
4	Y. and D.	Back buildings to quarters C and D.	do	do	2	do
5	do	Sheds in rear of quarters E, F, and G.	Wood	Posts	1	do
6	Ordnance	Museum	do	do	1	do
7	Y. and D.	Ox stable.	Brick	Brick	2	do
8	do	Yard stable.	Stone	Stone	1	shingle.
14	Ordnance	Storehouse for ropes	Brick	do	2	Slate
21	do	Pattern storehouse	Wood	Brick	1	Tin
22	do	Foundry	Brick	Stone	2	Slate
23	do	do	do	do	1	do
24	do	Locomotive house.	do	do	1	do
25	do	Buffing house	do	do	1	do
27	Y. and D.	Y. and D. paint shop	Wood	Brick	1	Tin
28	Ordnance	Store No. 10	Brick	Concrete	1	do
29	Ordnance and Y. and D.	Timber shed.	do	Stone	1	do
30	Ordnance	Pattern shop (west wing)	Galvanized iron.	Brick and concrete.	1	Galvanized iron.
31	Ordnance and Y. and D.	Pattern shop (east wing)	Brick	Stone	2	Slate
32	Ordnance	Erecting shop	do	do	2	do
33	do	West gun-carriage shop	do	do	1	do
35	do	South gun-carriage shop	do	do	1	do
36	do	East gun-carriage shop	do	do	1	do
37	do	Water-closets in square.	do	do	1	do
39	Y. and D.	Dynamo building	do	Stone	1	Tin
40	Ordnance	Annex to north gun shop.	do	do	1	do
41	do	North gun shop	do	Concrete	1	Tin
42	do	South gun shop.	do	do	1	Slate
44	do	Ordnance office	do	Stone	1	do
46	do	Cartridge-case shop	do	Concrete	3	do
47	do	Cartridge-case foundry	do	Stone	1	do
48	Y. and D. and S. E.	Y. and D. plumber and tin shop and steam engineering shop.	do	do	1	do
51	Y. and D.	Boathouse	do	do	2	do
53	do	do	Wood	Piles.	1	Tin
55	Ordnance	Lumber shed	do	Post	1	do
			Iron col- umns, open sides.	Piles.	1	Slate
57	Ordnance and Y. and D.	Steam engineering equip- ment, labor, and board offices.	Brick	Concrete	3	do
58	S. and A.	Inspection board and board rooms, general store, and offices.	do	Stone	3	do
59	Y. and D.	Commandant's stable	do	do	1	do
60	do	Tool house, Quarters A.	Brick	Brick	1	Tin
61	do	Commandant's greenhouse	Wood	do	1	Slate
62	do	Storehouse near Quarters A	Glass	do	1	Glass
63	do	Watch box No. 1.	Brick	do	1	Slate
64	S. and A.	Shed at east gate.	Wood	do	1	Tin
66	Ordnance	Annex to cartridge-case shop.	Brick	do	1	Slate
67	do	Boiler house and stack, car- tridge-case factory.	do	Stone	1	Tin
68	C. and R.	Storehouse	do	do	1	Slate
69	Y. and D.	Saw house	Wood	do	1	Tin
70	C. and R.	Experimental model basin	Brick	Concrete	1	Slate
71	Ordnance	Oil tanks	do	do	1	do
72	Y. and D.	Storehouse for truck material	do	do	1	do
73	Ordnance	Secondary mount shop	Wood	Brick	1	do
74	do	Storehouse for guns and mounts.	Brick	Stone	1	Slate
			Brick, iron	Concrete piers.	1	do

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

WASHINGTON, D. C.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
43 10	48 9	29 0	2,136	71,342	1848.....		\$25,000.00	Fair.
152 0	46 0	48 3	6,992	390,226	1882.....	\$36,898.47	45,000.00	Good.
73 6	21 4	22 6	1,568	40,768			5,686.00	Do.
39 10	18 3	18 8	727	17,266	1861.....		1,500.00	Fair.
22 7	13 5	8 5	303	2,727	1864.....		400.00	Do.
83 6	18 3	8 9	1,528	15,280			4,000.00	Do.
60 2	30 1	24 0	1,812	47,112			400.00	Do.
23 5	21 10	10 5	511	7,410			12,000.00	Do.
120 8	50 1	18 9	6,045	151,125	1884.....	11,927.52	400.00	Do.
17 0	17 0	12 9	289	4,162	1873.....			Do.
246 11	29 4	23 6	7,771	221,474	1877.....	10,000.00	18,000.00	Good.
262 10	36 0	25 6	9,463	312,279	1899.....		10,000.00	Fair.
265 1	65 2	38 6	17,271	777,195	1867.....		4,500.00	Do.
53 0	38 0	24 0	2,014	58,003	1901.....	4,500.00	300.00	Do.
27 9	15 5	10 10	428	6,099	1899.....		2,500.00	Good.
30 0	20 0	13 0	600	10,200	1896.....	2,500.00		Do.
250 0	79 3	35 0	19,813	794,720	1862.....		85,000.00	Do.
200 0	25 0	14 0	5,000	87,500	1893.....	7,500.00		Do.
199 6	64 4	29 6	12,835	378,633	1854.....		21,000.00	Do.
145 8	50 2	28 8	7,308	209,496	1854.....		40,000.00	Do.
134 6	80 0	39 3	10,760	523,151	1855.....		15,000.00	Do.
366 9	65 3	39 3	23,930	1,163,471	1855.....		20,000.00	Do.
186 0	65 3	40 0	12,137	599,204	1855.....		60,000.00	Do.
432 0	65 3	39 6	28,188	1,370,749	1855.....		60,000.00	Do.
52 5	10 4	13 3	542	8,423			140,000.00	Do.
62 11	50 11	35 0	3,208	136,340	1890.....	9,030.00	3,000.00	Fair.
165 8	38 4	15 4	6,357	123,962	1892.....	11,243.00	20,273.00	Good.
248 6	101 7	57 8	25,274	1,507,930	1892.....		15,000.00	Do.
427 11	80 0	33 0	34,234	1,454,945	1892.....	247,627.00	200,294.00	Do.
83 9	41 9	44 6	3,497	191,461	1899.....	25,347.00	272,974.00	Do.
306 1	65 1	35 0	19,920	921,224	1890.....		50,000.00	Do.
180 4	43 2	24 0	5,625	168,750	1858.....		50,000.00	Do.
99 8	40 1	24 0	3,999	119,970	1856.....		2,500.00	Bad.
83 7	36 11	16 0	3,176	76,224	1872.....		2,500.00	Do.
30 5	9 3		281				10,000.00	Fair.
172 2	31 6	11 9	5,425	103,075	1859.....		150.00	Do.
							2,000.00	Bad.
153 10	41 10	40 5	6,439	333,200	1866.....	18,877.00	30,000.00	Good.
244 2	44 1	38 3	9,894	504,991	1901.....			Do.
26 11	35 3	11 6	1,854	28,095	1859.....		60,000.00	Do.
14 3	14 0	9 4	200	2,134			3,500.00	Fair.
59 0	9 9	5 10	575	5,175			50.00	Do.
30 2	14 1	9 9	426	5,112			800.00	Do.
13 1	13 1	15 0	122	2,838			1,000.00	Good.
22 5	15 4	8 10	344	4,128			1,500.00	Fair.
51 8	43 6	14 8	2,248	35,968			150.00	Do.
47 1	33 3	23 3	1,478	40,139			6,000.00	Good.
79 2	31 3	16 0	2,475	42,818			50,000.00	Do.
30 2	15 2	9 0	459	6,151			75.00	Bad.
18 3	18 3	14 3	333	5,661	1897.....	1,271.00	1,271.00	Good.
503 0	52 5	14 8	26,366	569,406	1897.....	105,000.00	105,000.00	Do.
36 0	18 3	15 3	659	11,862	1898.....		1,000.00	Do.
15 3	14 9	11 4	226	3,187	1898.....		300.00	Do.
251 0	65 2	39 7	16,357	785,137	1898.....	83,000.00	83,000.00	Do.
492 3	55 6	24 6	27,320	892,453	1898, 1899.....	70,000.00	94,610.46	Do.

No. 8.—*Tabulated statement showing character, value, and condition of the improvements*
fiscal

WASHINGTON, D. C.—Continued.

No.	Bureau.	Use.	Material.	Founda- tion.	Number of stories.	Kind of roof.
<i>Workshops, storehouses, offices, etc.—Continued.</i>						
75	Ordnance	Powder house	Brick	Concrete	1	Tin
76	do	New breech mechanism shop	do	Stone	1	Slate
100	do	Torpedo testing house	Wood	Brick	1	Tin
101	C. and R.	Shop and office building	Brick, iron	Concrete	3	Slate
102	S. and A.	Storehouse for combustible material.	Steel	Concrete piers.	1	Steel
103	Equipment	Coal handling plant	Wood	Concrete	2	do
104	Ordnance	Tool shop	Brick	Stone	1	Slate
105	do	Gunner's workshop	do	do	2	do
106	do	Gas plant	do	do	1	do
107	do	Miscellaneous shop for ord- nance.	do	do	1	do
108	do	Seaman gunner's shop	do	Concrete	2	do
109	do	Boiler house	do	Stone	1	do
110	do	Fireproof storage	Brick, iron	Concrete	1	Corrugated steel.
111	do	Forge shop	Brick	Stone	1	Slate
112	do	Gunner's storehouse	do	Concrete	2	do
113	do	Coppersmith shop	do	do	1	do
114	do	Bronzing and plating house	do	do	1	do
116	do	Power-plant extension	do	do	2	Slate on con- crete.
117	do	Coal-handling plant	Steel, wood	do	0	None
118	Y. and D.	Electric power plant exten- sion.	Brick	do	1	Slate
119	Ordnance	Pipe fitters shop	do	do	1	do
120	Navigation	Seaman gunners' quarters	Wood	Brick piers	2	Roof, paper
121	Ordnance	Pumping station	Brick	Concrete	1	Tin
122	Y. and D.	Fire and telegraph station	Stone and brick.	do	2	Tile
123	C. and R.	Electric winch	do	do	1	Slate
124	Ordnance	Storage bins for scrap material	do	do	1	Tin
125	Equipment	Wireless telegraph station	do	do	2	Slate
126	Y. and D.	Construction shed	do	do	1	Tin
127	do	Muster room	do	do	1	do
128	do	Railroad gate guardroom	do	do	1	do
129	Ordnance	Sawmill	Wood	Wood	1	Roof, paper
130	C. and R.	Power house	do	Stone	1	Tin
131	do	Coal shed	do	(Concrete) piers.	1	do
132	do	Model storeroom	do	Brick	2	do
133	do	Temporary storehouse	do	Stone	1	do
134	Y. and D.	Band stand	do	Brick piers.	1	do
<i>Elevators.</i>						
<i>Total</i>						
<i>Miscellaneous.</i>						
<i>Furniture</i>						
<i>Live stock</i>						
<i>Carts and vehicles</i>						
<i>Cranes, shears, and derricks</i>						
<i>Track and platform scales</i>						
<i>Workshop appliances</i>						
<i>Water front appliances</i>						
<i>Railroad stock</i>						
<i>Machinery</i>						
<i>Miscellaneous</i>						
<i>Total</i>						
<i>Grand total.</i>						

a Under construction.

at the navy-yards under the cognizance of the Bureau of Yards and Docks at the end of the year—Continued.

WASHINGTON, D. C.—Continued.

Length.	Width.	Height of caves.	Super- ficial area.	Cubical contents.	Date of com- pletion.	Original cost.	Value.	Condition.
<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Sq. ft.</i>	<i>Cub. ft.</i>				
31 4	14 0	14 0	439	6,141	1906.....	\$1,304.89	\$1,304.89	Good.
250 0	80 0	33 0	20,000	850,000	1899.....	110,000.00	110,000.00	Do.
56 1	27 4	17 0	1,566	35,628	1900.....	9,702.00	11,458.64	Do.
224 0	45 8	53 9	10,229	889,846	1889.....	100,000.00	130,000.00	Do.
92 0	53 0		4,876		1900.....	30,000.00		Do.
87 0	32 0		2,784		1902.....	4,000.00		Do.
102 8	72 10	42 0	7,477	355,158	1903.....	40,000.00	40,000.00	Do.
251 0	65 2	39 7	16,359	785,137	1901.....	86,300.00	86,300.00	Do.
206 0	60 0	39 7	12,360	593,280	1901.....	80,800.00	80,800.00	Do.
42 11	32 11	23 1	1,413	39,564	1901.....	19,518.00	19,518.00	Do.
251 0	65 2	39 7	16,357	785,137	1902.....	86,300.00	86,300.00	Do.
267 0	39 5	36 6	10,527	331,506	1902.....	40,000.00	40,000.00	Do.
110 7	52 6	39 4	5,808	216,640	1902.....	42,600.00	42,600.00	Do.
99 8	40 10	19 9	4,071	104,828	1902, 1903.....	9,000.00	9,000.00	Do.
265 2	80 0	33 7	21,213	917,962	1902.....	73,310.00	73,310.00	Do.
206 0	60 0	39 7	12,360	593,280	1903.....	86,300.00	86,300.00	Do.
110 0	60 0	37 0	6,600	283,800	1903.....	32,000.00	32,000.00	Do.
60 0	40 0	22 10	2,400	69,200	1903.....	20,000.00	20,000.00	Do.
165 3	103 3	46 0	17,062	1,031,520	1906, 1904.....	260,964.00	260,964.00	Do.
264 0	91 0	8 0	22,022	176,176	1905.....	64,084.00	64,084.00	Do.
193 9	70 0	33 6	2,100	70,350	1906-6.....	97,983.00	97,983.00	Good.
	101 9	46 6	16,662	1,035,687	1905.....			
74 0	40 0	22 0	2,960	82,436	1906.....	20,000.00	20,000.00	Do.
140 6	48 6	21 0	8,691	239,348	1904.....	10,908.00	10,908.00	Do.
48 6	26 0							
26 3	23 6							
20 2	11 6	16 0	720	9,943	1904.....	6,931.00	6,931.00	Do.
		10 10						
52 4	32 4	23 0	1,692	38,919	1906.....	14,000.00	14,000.00	Do.
49 3	15 0	9 8	847	9,736	1901.....	1,056.00	1,056.00	Do.
14 4	7 0							
203 0	17 0							
33 9	17 0	19 0	3,451	37,961	1905.....	1,891.64	1,891.64	Do.
21 8	17 0	11 6	674	12,120	1906.....	3,379.29	3,379.29	Do.
41 6	17 0	11 9	370	4,262	1904.....	201.83	201.83	Do.
21 5	11 7	12 0	705	8,290	1904.....	403.76	403.76	Do.
22 8	21 10	7 8	247	2,964	1905.....	147.39	147.39	Fair.
118 10	29 8	29 6	476	3,635				
100 10	21 0	23 0	3,527	117,190	1902.....	2,371.44	2,371.44	Poor.
		19 0	2,100	44,100	1902.....	2,042.47	2,042.47	Do.
		34 3						
191 6	23 4	14 3	4,468	166,233	1903.....	4,078.13	4,078.13	Do.
85 6	23 6	14 3	2,009	34,655	1904.....	500.00	500.00	Good.
20 0	20 0	14 6	325	3,250				
							14,404.00	
							3,164,870.94	
							14,489.12	
							2,845.00	
							3,374.50	
							20,222.09	
							8,403.93	
							60.00	
							3,725.90	
							7,960.00	
							70,058.58	
							3,424.06	
							134,564.18	
							5,972,906.56	

RECAPITULATION.

Yards and stations.	Land and permanent improvements.	Dry docks, marine railways, building slips.	Officers' quarters.	Workshops, storehouses, offices, etc.	Miscellaneous.	Total.
Boston	\$8, 139, 800. 00	\$2, 529, 142. 35	\$180, 200. 00	\$3, 931, 550. 00	\$157, 600. 00	\$14, 879, 292. 35
Cavite	884, 900. 00	46, 000. 00	103, 100. 00	498, 200. 00	21, 850. 00	1, 554, 050. 00
Charleston	201, 577. 00		19, 508. 00	918, 132. 00	9, 421. 00	1, 148, 638. 00
Culebra	1, 700. 00			19, 865. 00		21, 565. 00
Guam	41, 230. 00		1, 120. 00	25, 315. 00	13, 548. 00	81, 013. 00
Guantanamo	267, 488. 32	164, 876. 88		39, 396. 30		471, 761. 50
Hawaii	1, 676, 876. 36		58, 818. 76		2, 376. 15	1, 138, 071. 27
Key West	409, 818. 00	400. 00	15, 000. 00	505, 234. 60	6, 845. 00	937, 297. 60
League Island	3, 759, 070. 00	1, 587, 300. 00	59, 050. 00	1, 770, 047. 00	114, 100. 00	7, 289, 567. 00
Mare Island	1, 209, 500. 00	2, 000, 000. 00	127, 680. 00	2, 254, 200. 00	317, 850. 00	5, 909, 320. 00
New London	133, 938. 64		3, 500. 00	181, 869. 79	4, 820. 00	324, 138. 43
New Orleans	221, 216. 84	819, 712. 52		236, 461. 00	8, 379. 05	1, 285, 769. 41
Newport	91, 250. 00				8, 200. 00	99, 450. 00
New York	14, 321, 950. 00	3, 033, 000. 00	87, 050. 00	4, 269, 820. 00	236, 775. 00	21, 948, 595. 00
Norfolk	4, 540, 000. 00	1, 020, 000. 00	83, 000. 00	1, 350, 495. 00	283, 000. 00	7, 276, 495. 00
Olongapo	1, 084, 000. 00		7, 700. 00	116, 825. 00	37, 550. 00	1, 246, 075. 00
Pensacola	701, 036. 00	242, 500. 00	29, 100. 00	503, 773. 44	47, 918. 00	1, 524, 327. 44
Port Royal	112, 250. 00	4, 600. 00	22, 700. 00	233, 170. 00	43, 065. 00	415, 785. 00
Portsmouth	3, 221, 000. 00	1, 250, 000. 00	88, 200. 00	1, 824, 415. 00	210, 500. 00	6, 594, 115. 00
Puget Sound	974, 580. 64	477, 853. 75	44, 500. 00	890, 439. 00	151, 588. 30	2, 538, 959. 69
Sacketts Harbor	15, 500. 00		8, 500. 00	1, 950. 00		25, 950. 00
San Juan	1, 833, 100. 00	50. 00	15, 500. 00	65, 650. 00	22, 330. 00	1, 936, 630. 00
Second Nov. Dist.	7, 800. 00		9, 200. 00			17, 000. 00
Tutuila	49, 125. 39		22, 400. 00	310, 245. 00		381, 770. 39
Washington	2, 535, 008. 44	60, 000. 00	75, 463. 00	3, 164, 870. 94	134, 564. 16	5, 972, 906. 54
Total	45, 883, 715. 63	13, 226, 435. 50	1, 014, 283. 76	23, 112, 014. 07	1, 832, 087. 66	85, 018, 542. 62

REPORT OF THE CHIEF OF THE BUREAU OF EQUIPMENT.

DEPARTMENT OF THE NAVY,
BUREAU OF EQUIPMENT,
Washington, D. C., October 1, 1906.

SIR: I have the honor to submit a report of the operations of the Bureau of Equipment for the fiscal year ending June 30, 1906, with the annual estimates for the service of the fiscal year ending June 30, 1908.

The appropriations under the cognizance of the Bureau and its various branches available for use during the fiscal year were as follows:

Naval act, approved March 3, 1905.

Equipment of vessels	\$3,000,000
Coal and transportation	2,750,000
Civil establishment	38,028
Naval Observatory, grounds and roads	10,000
Contingent equipment	11,000
Ocean and lake surveys	75,000
Increase of the Navy, equipment	845,000
Depots for coal	300,000
Total	7,029,028

Urgent deficiency act, approved February 27, 1906.

Coal and transportation	\$500,000
Contingent equipment	3,000
Total	503,000

Legislative, executive, and judicial act, approved February 3, 1905.

Salaries, Bureau of Equipment	\$26,040
Salaries, Naval Observatory	41,040
Salaries, Nautical Almanac Office	22,240
Salaries, Hydrographic Office	100,400
Contingent and miscellaneous expenses, Naval Observatory	17,750
Contingent and miscellaneous expenses, Hydrographic Office	40,650
Pilot charts, north Pacific Ocean	2,000
Observation, solar eclipse	5,000
Total	255,120

SUMMARY.

Equipment of vessels	\$3,000,000
Coal and transportation	3,250,000
Civil establishment	38,028
Contingent equipment	14,000
Ocean and lake surveys	75,000
Increase of the Navy, equipment	845,000

Depots for coal.....	\$300,000
Naval Observatory, grounds and roads.....	10,000
Salaries, Bureau of Equipment.....	26,040
Salaries, Naval Observatory.....	41,040
Salaries, Nautical Almanac Office.....	22,240
Salaries, Hydrographic Office.....	100,400
Contingent and miscellaneous expenses, Naval Observatory.....	17,750
Contingent and miscellaneous expenses, Hydrographic Office.....	40,650
Pilot charts, north Pacific Ocean.....	2,000
Observation, solar eclipse.....	5,000
Total.....	7,787,148

These appropriations were adequate for the needs of the service with the exception of those for "Coal and transportation" and "Contingent equipment." The deficiency of \$500,000 under the former was due to necessarily increased expenditures; the increase of \$3,000 under the latter was due to failure to estimate for a sufficient amount for legitimate expenses, owing to the fact that freight charges formerly included therein were provided for by a special appropriation under cognizance of the Bureau of Supplies and Accounts.

SUMMARY OF EQUIPMENT WORK AT NAVY-YARDS AND NAVAL STATIONS.

The following summary of work under this Bureau at the several navy-yards and naval stations during the fiscal year ending June 30, 1906, together with the cost of same, is submitted. This does not include the cost of articles of equipage and supplies purchased and furnished to ships, including coal and water.

NAVY-YARD, PORTSMOUTH, N. H.

The total expenditures at this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, etc.....	\$29,762.04	\$2,938.06	\$32,700.10
Repairs and additions to and maintenance of machinery plant	86.90	1,083.70	1,170.60
Maintenance of yard craft.....	387.87	308.65	696.52
Chattels, furniture, and fittings for equipment department.....		22.68	22.68
Wireless telegraph stations at navy-yard, Cape Elizabeth and Cape Ann.....	293.15	13.15	306.30
Installation and repair of electrical appliances on board ships ...	6,798.81	8,369.61	15,168.42
Repairs to miscellaneous equipage on board ships	2,174.38	478.17	2,652.55
Manufacture and repair of—			
Electrical supplies.....	1,126.06	10,150.42	11,276.48
Canvas work.....	5,767.65	8,645.12	14,412.77
Rigging work.....	5,479.12	5,427.83	10,906.95
Miscellaneous articles	1,535.27	5,142.56	6,677.83
Total	53,411.25	42,579.90	95,991.15

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The following-named vessels have undergone repairs at this navy-yard during the year:

<i>Custine</i> , gunboat.	<i>Nezinscott</i> , tug.
<i>Don Juan de Austria</i> , gunboat.	<i>Potomac</i> , tug.
<i>Eagle</i> , surveying ship.	<i>Sioux</i> , tug.
<i>Hannibal</i> , collier.	<i>Southery</i> , prison ship.
<i>Isla de Cuba</i> , gunboat.	<i>Sterling</i> , collier.
<i>Lebanon</i> , collier.	<i>Topeka</i> , receiving ship.
<i>Mayflower</i> , converted yacht.	

Also coal barges No. 79 and No. 80 and yard launches.

EQUIPMENT WORK FOR NEW SHIPS.

Boat outfits have been manufactured for the *St. Louis* and *Idaho*.

SAIL LOFT.

The sum of \$15,239.04 was expended in the sail loft for the manufacture and repair of various articles of canvas outfit.

RIGGING LOFT.

The sum of \$11,733.22 was expended in the rigging loft for the manufacture and repair of rigging.

WIRELESS TELEGRAPH STATIONS.

The station at Cape Ann was dismantled in December and turned over to the Light-House Board. The stations at Cape Elizabeth and the navy-yard are both in working order, although the former has not yet received the official test.

FACILITIES FOR EQUIPMENT WORK.

The facilities for equipment work are sufficient for the requirements of this navy-yard and are in satisfactory condition, with the exception of the coaling plant, which, as noted in last year's report, was badly injured by fire. This plant is now being repaired by the Bureau of Yards and Docks, but as yet only the tower is in working order.

NAVY-YARD, BOSTON, MASS.

The total expenditures at this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, etc.....	\$89,793.86	\$44,619.20	\$134,413.06
Repairs and additions to and maintenance of machinery plant.....	33,088.34	27,452.97	60,541.31
Installation and repair of electrical appliances on board ships.....	13,753.81	26,857.72	40,611.53
Repairs to miscellaneous equipage on board ships.....	2,799.60	984.75	3,784.35
Manufacture and repair of—			
Chain.....	107,261.82	223,928.25	331,190.07
Anchors.....	59,598.60	77,157.15	136,755.75
Cordage.....	44,480.69	435,136.19	479,616.88
Canvas.....	19,111.28	43,233.44	62,344.72
Rigging.....	4,479.62	14,802.57	19,282.19
Miscellaneous articles.....	25,796.45	49,346.67	75,143.02
Total.....	400,164.07	943,518.81	1,343,682.88

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The following-named vessels have undergone repairs at this navy-yard during the year:

Cleveland, cruiser.
Des Moines, cruiser.
Detroit, cruiser.
Dolphin, gunboat.
Glacier, supply ship.
Hist, converted yacht.
Illinois, battle ship.
Leonidas, collier.
Maryland, cruiser.

Missouri, battle ship.
Nashville, gunboat.
New York, cruiser.
Prairie, auxiliary transport.
Uncas, tug.
Vesuvius, torpedo practice ship.
Wabash, receiving ship.
Wasp, converted yacht.
Yankton, converted yacht.

EQUIPMENT WORK FOR OTHER NAVY-YARDS OR FOR SHIPS IN COMMISSION AND NOT AT A NAVY-YARD.

Equipment material, especially cordage, has been furnished in large quantities to other navy-yards and naval stations, and items of equipment outfit, such as chains and other ground tackle, sails and other canvas work, cordage, navigation instruments, etc., have been manufactured for the following ships:

<i>Alabama.</i>	<i>Dexter.</i>	<i>Maine.</i>	<i>Relief.</i>
<i>Albany.</i>	<i>Dixie.</i>	<i>Marcellus.</i>	<i>Severn.</i>
<i>Alida.</i>	<i>Don Juan de Austria.</i>	<i>Mayflower.</i>	<i>Sioux.</i>
<i>Alliance.</i>	<i>Dubuque.</i>	<i>Minneapolis.</i>	<i>Southery.</i>
<i>Amphitrite.</i>	<i>Erie.</i>	<i>Monongahela.</i>	<i>Sterling.</i>
<i>Arethusa.</i>	<i>Franklin.</i>	<i>Newark.</i>	<i>Stewart.</i>
<i>Arkansas.</i>	<i>Galveston.</i>	<i>Newport.</i>	<i>Stringham.</i>
<i>Boxer.</i>	<i>Gresham.</i>	<i>Nina.</i>	<i>Tacoma.</i>
<i>Brooklyn.</i>	<i>Hannibal.</i>	<i>Olympia.</i>	<i>Texas.</i>
<i>Castine.</i>	<i>Hartford.</i>	<i>Ontario.</i>	<i>Truxtun.</i>
<i>Celtic.</i>	<i>Indiana.</i>	<i>Osceola.</i>	<i>Vixen.</i>
<i>Charleston.</i>	<i>Iowa.</i>	<i>Paducah.</i>	<i>West Virginia.</i>
<i>Chattanooga.</i>	<i>Iroquois.</i>	<i>Panther.</i>	<i>Winslow.</i>
<i>Choctaw.</i>	<i>Isla de Cuba.</i>	<i>Pawtucket.</i>	<i>Wolverine.</i>
<i>Colorado.</i>	<i>Iwana.</i>	<i>Pennsylvania.</i>	<i>Worden.</i>
<i>Columbia.</i>	<i>Kearsarge.</i>	<i>Pensacola.</i>	<i>Yankee.</i>
<i>Constellation.</i>	<i>Kentucky.</i>	<i>Potomac.</i>	
<i>Denver.</i>	<i>Lawrence.</i>	<i>Reina Mercedes.</i>	

EQUIPMENT WORK FOR NEW SHIPS.

Equipment outfits have been made, or are in course of preparation, for the original outfits of the following ships:

<i>Birmingham.</i>	<i>Kansas.</i>	<i>Nebraska.</i>	<i>Tennessee.</i>
<i>California.</i>	<i>Louisiana.</i>	<i>New Hampshire.</i>	<i>Vermont.</i>
<i>Chester.</i>	<i>Milwaukee.</i>	<i>North Carolina.</i>	<i>Virginia.</i>
<i>Connecticut.</i>	<i>Minnesota.</i>	<i>Salem.</i>	<i>Washington.</i>
<i>Georgia.</i>	<i>Mississippi.</i>	<i>South Dakota.</i>	
<i>Idaho.</i>	<i>Montana.</i>	<i>St. Louis.</i>	

ROPEWALK.

The ropewalk has continued to operate satisfactorily, and the standard of rope manufactured has been maintained.

The capacity of the wire mill is taxed to the utmost by the constant demand for increased output, and additional room and modern machinery are needed to meet the requirements of the service. In the manufacture of wire rope, steel wire of a tensile strength of 220,000 pounds per square inch has been used.

Manila hemp of the quality used for naval purposes is still difficult to obtain and has continued to increase in cost during the year. The good quality of American hemp, mentioned in previous reports, has been maintained and it supplants the use of Russian hemp.

It is believed that the increased output of the fiber portion of the ropewalk will probably render it necessary to separate the manila and black hemp machinery.

The total output of manufactured rope was 1,757,741 pounds, at a cost of \$267,933.60, as shown by the following table:

	Weight.	Labor.	Material.	Total.
	<i>Pounds.</i>			
Manila rope.....	1,103,547	\$5,557.45	\$168,831.88	\$174,389.33
Steel wire rope.....	182,270	6,810.49	14,729.98	21,540.47
Cotton line.....	11,712	691.74	1,650.33	3,342.07
Hemp seizing.....	19,560	435.21	2,412.02	2,847.23
Wire seizing.....	9,790	409.84	866.50	1,276.34
Fishing line.....	2,433	177.58	719.00	896.58
Sounding wire.....	890	118.60	91.18	209.78
Match rope.....	167	10.70	39.68	50.38
Marline.....	24,340	261.70	3,197.05	3,458.75
Distance line.....	2,156	130.31	680.09	810.40
Log lines.....	3,453	240.21	782.30	1,022.51
Lead lines.....	4,914	341.41	1,285.97	1,627.38
House line.....	21,110	172.85	2,666.73	2,839.58
Cod line.....	28,774	857.81	4,222.01	5,079.82
Hemp rope.....	119,535	1,198.11	14,178.63	15,376.74
Spun yarn.....	16,520	115.44	1,897.45	2,012.89
Bolt rope.....	102,986	663.68	13,272.08	13,935.76
Ratline.....	80,103	1,067.97	9,349.18	10,417.15
Signal halyards.....	13,343	809.12	4,237.90	5,047.02
Round line.....	6,786	41.41	741.57	782.98
Copper wire rope.....	649	25.35	114.55	139.90
Iron wire rope.....	233	7.60	15.70	23.30
Lightning conductor wire.....	1,354	67.75	259.51	327.26
Phosphor bronze wire, 7 strands.....	12	1.00	4.16	5.16
Antennæ wire.....	827	42.86	377.98	420.84
Samples of wire rope.....	277	26.88	27.10	53.98
Total.....	1,757,741	20,283.07	247,650.53	267,933.60

The following table shows the amount of yarns spun and invoiced during the year, together with the cost thereof:

Kind of yarn.	Weight.	Labor.	Material.	Total.
	<i>Pounds.</i>			
Manila.....	1,064,272	\$15,671.66	\$141,615.38	\$157,287.04
Cod line.....	31,775	868.17	3,702.37	4,570.54
American seizing.....	22,420	553.46	2,175.90	2,729.36
American bolt rope.....	119,069	3,054.36	12,263.82	15,318.18
American shroud.....	183,314	3,522.67	17,775.43	21,298.10
Spun yarn.....	20,988	406.54	1,971.14	2,377.68
House line.....	19,328	587.06	1,810.15	2,397.21
Russian shroud.....	10,466	224.48	1,180.26	1,404.74
Round line.....	9,350	210.37	771.38	981.75
White marline.....	1,200	65.99	161.01	228.00
Marline.....	16,600	474.58	1,621.92	2,096.50
Total.....	1,498,782	25,640.34	185,048.76	210,689.10

ROLLING MILL, ANCHOR AND CHAIN SHOPS.

These shops have been in satisfactory operation during the year, their output showing a reduction in cost of 9.44 per cent for chain iron and billets, and of 14 per cent for chains from 2 to 2½ inches in size. This decreased cost of manufacture is due to the increased facilities noted in last year's report.

The installation of a link-bending and scarfing machine will, it is estimated, still further reduce the cost of chain cables by approximately 10 per cent.

It is also estimated that the installation of a chain-painting apparatus to perform work formerly done by hand will result in an approximate saving of \$16 per cable of 120 fathoms for 2-inch chain and

upward, and of \$10.50 per cable of 120 fathoms for chains less than 2 inches.

In the manufacture of anchors the cost per pound varies with the size of the anchor and the percentage of reduction in cost can not therefore be given as a whole.

The following table shows a comparison in cost of anchors from 17,500 to 1,000 pounds for the fiscal years 1905 and 1906. It will be noted that in every case there is a reduction in cost of manufacture:

Size.	Unit cost per pound in—	
	1905.	1906.
	<i>Cents.</i>	<i>Cents.</i>
17,500 pounds	14.783	14.474
5,500 pounds	17.072	16.086
3,000 pounds	19.753	19.212
2,000 pounds	21.556	20.954
1,000 pounds	26.305	26.259

The total chain iron and billets rolled amounted to 3,110,899 pounds, costing \$131,547.19. This material was invoiced into store and drawn out as required; its value is therefore included in the table showing the total output of the shops given below.

The following statement may be of interest in connection with the work of these shops:

A contract for the manufacture of 22,000 pounds of chain cables was awarded to a reliable firm which had filled previous orders for the Government. After the lapse of considerable time this firm communicated with the Bureau, under date of May 16, 1906, stating that it was impossible for them to obtain workmen to make the swivels, shackles, and jewsharps for the larger sizes of chain cable, or to get them manufactured by subcontract, although every effort had been made to accomplish it. They therefore requested that the above articles be made at the Boston Navy-Yard, "as this seemed to be the only place at the present time to get such sizes made."

The Bureau agreed to have the work done, the cost thereof to be deducted from the contract price of the finished chain, and on June 8, 1906, the contractors were informed that the order was completed.

The following table indicates the total output of the plant during the year, together with the cost thereof:

	Weight.	Labor.	Material.	Total.
	<i>Pounds.</i>			
2½-inch chain cable	131,418	\$3,556.55	\$9,419.24	\$12,975.79
2½-inch chain cable	432,014	12,282.56	29,686.19	41,968.75
2½-inch chain cable	928,318	25,346.62	69,953.32	95,299.94
2½-inch chain cable	5,740	126.28	459.02	585.30
2½-inch chain cable	151,132	3,426.89	11,173.37	14,600.26
2½-inch chain cable	11,844	295.10	955.96	1,251.06
2½-inch chain cable	3,273	94.92	232.38	327.30
2-inch chain cable	10,200	256.00	777.67	1,033.67
1½-inch chain cable	10,197	816.23	721.53	1,037.76
1½-inch chain cable	45,547	1,697.10	3,143.79	4,840.89
1½-inch chain cable	27,153	1,027.02	1,970.59	2,997.61
1½-inch chain cable	43,958	1,256.20	3,227.64	4,483.84
1½-inch chain cable	26,856	1,340.27	2,187.05	3,527.32
1½-inch chain cable	31,374	825.68	2,482.10	3,307.78
1½-inch chain cable	58,725	2,863.58	4,107.98	6,971.51
1½-inch chain cable	3,700	161.32	284.86	446.18
1-inch chain cable	36,150	1,699.92	3,113.15	4,813.07
1-inch chain cable	84,458	5,144.45	6,919.75	12,064.20

	Weight.	Labor.	Material.	Total.
	<i>Pounds.</i>			
1-inch chain cable	12,787	\$996.47	\$1,228.00	\$2,224.47
1-inch chain cable	692	5.28	253.56	258.84
1-inch chain cable	2,419	382.19	241.72	623.91
1-inch chain cable	85	26.84	7.70	35.34
Repaired chain	44,415	127.20	3,446.68	3,573.88
Hang chains	5,625	329.70	359.20	688.90
Rudder chains (repaired)	451	3.28	127.68	130.96
Swivels	14,529	3,541.53	1,185.85	4,727.38
Shackles	73,397	12,223.84	6,250.36	18,474.20
Chain punches	5	1.25	.44	1.69
Anchors	681,315	56,725.53	52,017.15	108,742.68
Devil's claws	13,070	3,925.04	1,668.99	5,594.03
Pelican hook stoppers	173	8.88	120.39	129.26
Chain stoppers	5,770	2,786.51	595.43	3,381.94
Shackle keys	26	2.51	.55	3.06
Shackle pins	67	13.38	2.17	15.55
Club links and bending shackles	50,598	7,064.31	4,545.63	11,609.94
Wire cable with bending shackles		34.72	34.64	69.36
Toggles for deck stopper	90	25.50	5.10	30.60
Hooks for deck stopper	486	95.72	24.60	120.32
Shank painters	237	32.94	13.62	46.56
Clear hawse pendant	852	65.78	103.06	168.84
Coaling whip hooks		91.44	120.30	211.74
Dip rope	39	19.70	6.00	25.70
Hook rope with devil's claw	8,670	94.04	2,248.98	2,337.97
Pelican hooks	339	184.64	30.76	215.40
Cat hooks	564	245.16	58.26	298.42
Miscellaneous	152,152	1,895.16	7,645.45	9,540.61
Total	4,111,096	152,698.12	233,161.42	385,859.54

MACHINE SHOP AND FOUNDRY.

A large portion of the work in these shops is in connection with the work of other shops, viz, in manufacturing tent poles, pins and slips, anchor balls, shackle pins, chart boards, electrical appliances, mooring buoys, etc., and the renewal of machinery, tools, and appliances used in the equipment department.

The total value of work performed during the year amounted to \$33,155.63.

ELECTRICAL SHOP.

The sum of \$11,458 was expended in repairs to electrical appliances and wiring of ships and to navigational and other delicate instruments.

SAIL LOFT.

The sum of \$59,216.10 was expended in the sail loft for the manufacture and repair of various articles of canvas outfit.

RIGGING LOFT.

The sum of \$14,001.22 was expended in the rigging loft for the manufacture and repair of rigging.

WIRELESS TELEGRAPH STATIONS.

The work of the wireless stations at Cape Cod and this navy-yard has been highly satisfactory. Time signals are sent out daily and weather reports, etc., transmitted to ships at sea. The station at the yard is too small, and a larger building is considered desirable.

POWER PLANT.

The power plant is in excellent condition and the installation of the four waste heat boilers now under contract will materially increase its efficiency and economical operation.

FACILITIES FOR EQUIPMENT WORK.

The following suggestions are made for the improvement and increased efficiency of the equipment department of this navy-yard:

It is recommended that an additional building be constructed in order to provide space absolutely necessary for offices, storerooms, shops of various kinds, and for the care and stowage of nautical instruments. Estimated cost, \$125,000.

It is recommended that the roof of the present ropewalk be raised, as a two-story building is considered necessary in order to provide for the increasing output of this plant. Estimated cost, \$10,000.

NAVAL STATION, NEW LONDON, CONN.

There is no work under cognizance of the Bureau of Equipment at this naval station, except in connection with the storage and handling of coal.

The maintenance of the coaling plant, tugs, lighters, etc., for the fiscal year ending June 30, 1906, amounted to \$5,829.71.

MARINE SCHOOL.

By authority of the Navy Department that part of the coal depot lying north of the coal shed and the water tank has been loaned to the Marine Corps for its use in connection with the establishment of a school and camp of instruction.

NAVY-YARD, BROOKLYN, N. Y.

The total expenditures at this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, shipments, handling coal, tests, patterns, legal holidays, annual leave, etc.....	\$139,099.77	\$15,371.84	\$154,471.61
Repairs and additions to and maintenance of machinery plant.....	11,095.10	23,320.64	34,415.74
Maintenance of yard craft.....	2,640.85	3,772.05	6,412.90
Chattels, furniture, and fittings.....	123.78	10,714.73	10,838.51
Wireless telegraph stations.....	2,444.80	198.83	2,643.63
Installation and repair of electrical appliances on board ships...	111,380.85	172,347.33	283,728.18
Manufacture and repair of standing rigging on board ships.....	6,288.16	2,543.34	8,831.50
Repairs to miscellaneous equipage on board ships.....	6,284.71	2,062.90	8,347.61
Manufacture and repair of—			
Electrical supplies.....	57,993.99	92,514.98	150,508.97
Canvas work.....	55,983.81	85,584.15	141,567.96
Rigging work.....	12,458.00	32,567.78	45,025.78
Galley work.....	12,660.48	14,395.33	27,055.81
Flags, curtains, etc.....	16,035.65	64,144.42	80,180.07
Miscellaneous articles.....	19,970.07	13,672.45	33,642.52
Total.....	454,460.02	533,230.77	987,690.79

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The following-named vessels have undergone repairs at this navy-yard during the year:

<i>Alabama</i> , battle ship.	<i>Lawrence</i> , torpedo boat.
<i>Brooklyn</i> , cruiser.	<i>Maryland</i> , cruiser.
<i>Celtic</i> , refrigerator ship.	<i>Maine</i> , battle ship.
<i>Charleston</i> , cruiser.	<i>Massachusetts</i> , battle ship.
<i>Chattanooga</i> , cruiser.	<i>Mayflower</i> , converted yacht.
<i>Cleveland</i> , cruiser.	<i>Minneapolis</i> , cruiser.
<i>Colorado</i> , cruiser.	<i>O' Brien</i> , torpedo boat.
<i>Craven</i> , torpedo boat.	<i>Paducah</i> , gunboat.
<i>Connecticut</i> , battle ship.	<i>Portsmouth</i> , training ship.
<i>Don Juan de Austria</i> , gunboat.	<i>Pennsylvania</i> , cruiser.
<i>Denver</i> , cruiser.	<i>Porpoise</i> , submarine torpedo boat.
<i>Des Moines</i> , cruiser.	<i>Plunger</i> , submarine torpedo boat.
<i>Dolphin</i> , dispatch boat.	<i>Relief</i> , light-ship No. 78.
<i>Dahlgren</i> , torpedo boat.	<i>Shark</i> , submarine torpedo boat.
<i>Dubuque</i> , gunboat.	<i>Sylph</i> , yacht.
<i>Glacier</i> , supply ship.	<i>Tacoma</i> , cruiser.
<i>Hancock</i> , receiving ship.	<i>West Virginia</i> , cruiser.
<i>Illinois</i> , battle ship.	<i>Winslow</i> , torpedo boat.
<i>Indiana</i> , battle ship.	<i>Yankee</i> , cruiser.
<i>Kearsarge</i> , battle ship.	<i>Yankton</i> , converted yacht.
<i>Kentucky</i> , battle ship.	

Illuminating outfits have been made for the following ships:

<i>Charleston.</i>	<i>Indiana.</i>	<i>New Jersey.</i>
<i>Connecticut.</i>	<i>Louisiana.</i>	<i>Rhode Island.</i>
<i>Des Moines.</i>	<i>Maryland.</i>	<i>Virginia.</i>

FLAG ROOM.

The product of the flag room was 33,423 pieces, at a total cost of \$80,180.07.

SAIL LOFT.

The sum of \$146,193.94 was expended in the sail loft for the manufacture and repair of various articles of canvas outfit.

RIGGING LOFT.

The sum of \$54,842.15 was expended in the rigging loft for the manufacture and repair of rigging.

GALLEY SHOP.

The sum of \$30,873.91 was expended in the galley shop in connection with the manufacture and repair of ranges, kettles, bake ovens, steam cookers, dough troughs, coffee urns, etc.

ELECTRICAL BRANCH.

The work of the electrical branch has proceeded satisfactorily during the year. This work consists of repairs to material on ships in commission and the manufacture of electrical appliances, fixtures, and accessories for issue to ships. The sum of \$71,996.33 was expended in the manufacture of this material for stock.

ELECTRICAL TESTING LABORATORY.

The following important tests were made during the past year:

Storage batteries for submarine use.	Wireless-telegraph outfits.
Storage batteries for wireless telegraphy.	Generating sets.
Coal for prevention of spontaneous combustion upon evaporative qualities.	Motor generators.
Navy standard wire and cable.	Dynamotors.
Incandescent lamps.	Engines for searchlights.
	Hose.
	Canvas.
	Life jackets and buoys.

A total of 2,341 tests were made, this being an increase of 12 per cent over last year, and the estimated value of material tested is \$1,800,000.

WIRELESS TELEGRAPH STATIONS.

The wireless station at this navy-yard has been in satisfactory operation during the year, with practically no breakdown, and has greatly facilitated communication with ships anchored in the North River off Tompkinsville or approaching the harbor. Plans are under way for an increase in capacity in order to establish direct and uninterrupted communication with Washington, D. C.

The stations at Montauk Point and the highlands of Navesink, N. J., however, have not proved satisfactory, and the Bureau has decided to abandon them and equip a 5-kilowatt station at Fire Island. This it is believed will maintain uninterrupted communication along the coast from Cape Henlopen to Newport and also with the station at this yard.

Long-distance communication has been so good at the latter station that messages have been received from the southern high-powered stations and sent and received from Boston and Washington. Ships have also been communicated with at varying distances up to 1,000 miles.

All material and wireless outfits for newly constructed ships have been tested at this yard, and all ships have had their outfits overhauled upon arrival and necessary repairs and adjustments made.

COAL-HANDLING PLANT.

The efficiency of this plant has increased from 250 to 500 tons a day, due in part to experience of the men employed in handling the apparatus, etc. A total of 22,968 tons of coal have been discharged into the plant during the year.

DRAWING ROOM.

About 670 drawings have been accomplished by the drawing force. The efficiency of the drawing room has been very much impaired by the resignation of the most experienced draftsmen to accept more lucrative positions. It is believed that the scale of wages should be raised in order to obviate this difficulty and thereby keep the work up to the requisite state of efficiency.

FACILITIES FOR EQUIPMENT WORK.

The operation of the equipment plant at this navy-yard has been in general satisfactory, but it is believed that a new building is necessary in order to maintain the efficiency of the department. This structure would replace building No. 9, which is inadequate to the needs of the service, and the Bureau recommends its construction as soon as practicable. Estimated cost, \$125,000.

NAVY-YARD, LEAGUE ISLAND, PA.

The total expenditures at this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, etc.....	\$41,342.57	\$3,239.53	\$44,582.10
Repairs and additions to and maintenance of machinery plant.....	4,520.63	6,695.49	11,216.12
Chattels, furniture, and fittings.....	189.04	758.27	947.31
Construction of coal-storage bin.....	4,221.07	7,460.17	11,681.24
Installation and repair of electrical appliances on board ships...	21,464.83	36,461.43	57,926.26
Manufacture and repair of standing rigging on board ships.....	1,015.09	373.41	1,388.50
Repairs to miscellaneous equipage on board ships.....	1,787.25	1,195.47	2,982.72
Manufacture and repair of—			
Electrical supplies.....	2,665.38	8,750.22	11,415.60
Canvas work.....	21,218.78	32,642.85	53,861.63
Rigging work.....	2,922.88	7,136.86	10,059.74
Miscellaneous articles.....	9,590.85	15,045.40	24,636.25
Total.....	110,938.37	119,758.60	230,696.97

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The total expenditures at this navy-yard during the fiscal year ending June 30, 1906, were as follows:

<i>Arethusa</i> , tank steamer.	<i>Modoc</i> , tug.
<i>Brooklyn</i> , armored cruiser.	<i>Montgomery</i> , cruiser.
<i>Columbia</i> , cruiser.	<i>Nevada</i> , monitor.
<i>Dixie</i> , auxiliary cruiser.	<i>Panther</i> , auxiliary cruiser.
<i>Florida</i> , monitor.	<i>Pennsylvania</i> , armored cruiser.
<i>Hopkins</i> , torpedo-boat destroyer.	<i>Potomac</i> , tug.
<i>Hull</i> , torpedo-boat destroyer.	<i>Samoset</i> , tug.
<i>Kearsarge</i> , battle ship.	<i>Scorpion</i> , gunboat.
<i>Lancaster</i> , receiving ship.	<i>Sterling</i> , collier.
<i>Lawrence</i> , torpedo-boat destroyer.	<i>Stringham</i> , torpedo-boat destroyer.
<i>Leonidas</i> , collier.	<i>Stewart</i> , torpedo-boat destroyer.
<i>Marietta</i> , gunboat.	<i>Tacoma</i> , cruiser.
<i>Massachusetts</i> , battle ship.	<i>Terror</i> , monitor.
<i>Miantonomoh</i> , monitor.	

EQUIPMENT WORK FOR NEW SHIPS.

Equipment articles have been manufactured for the original outfits of the following ships: *Kansas*, *St. Louis*, *Tennessee*, and *Washington*.

SAIL LOFT.

The sum of \$53,861.63 was expended in the sail loft in the manufacture and repair of various articles of canvas outfit.

RIGGING LOFT.

The sum of \$10,059.24 was expended in the rigging loft in the manufacture and repair of rigging.

FACILITIES FOR EQUIPMENT WORK.

Attention is again invited to the necessity for an extension of the blacksmith shop to embrace coppersmiths' and blacksmiths' shops, hose tower, and foundry. The present building is inadequate in size and inconvenient in location and unable to meet the demands upon it. The proposed extension would, it is believed, result in increased economy and efficiency.

The construction of the temporary coal storage plant mentioned in last year's report was suspended for a time, but the work is again progressing and the framework for the tower nearly completed.

Certain minor changes and repairs are desirable in the electrical workshop and sail loft, but with the exceptions above noted the facilities for equipment work at this navy-yard are equal to the demands of the service.

NAVY-YARD, WASHINGTON, D. C.

The total expenditures at this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, etc.....	\$14,916.79	\$82.06	\$14,978.85
Repairs and maintenance of coaling plant.....	123.99	93.32	217.31
Maintenance of yard craft		487.10	487.10
Library, etc., for seamen's quarters		466.54	466.54
Anchor and chain for Indian Head		247.85	247.85
Wireless telegraph station.....	3,469.04	10,289.06	13,758.70
Chattels, furniture, and fittings	, 944.68	2,683.97	3,628.60
Manufacture and repair of—			
Signal outfits	2,012.19	1,471.70	3,483.89
Miscellaneous equipage for ships	228.73	177.90	406.63
Total	21,695.37	15,980.10	37,675.47

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

Minor repairs were made to the equipment outfits of the following ships, namely, *Dolphin*, *Choctaw*, *Mayflower*, *Sylph*, *Tecumseh*, and *Triton*.

There were issued to ships for steaming and other purposes 5,732 $\frac{1}{2}$ $\frac{8}{10}$ tons of coal, and to the various departments of the navy-yard, for manufacturing and other purposes, 292 tons.

The following signal material was manufactured:

Very's signals, red	11,928
Very's signals, green	9,900
Navy-blue lights	300
Signal rockets	150
Army signal kits	50

WIRELESS TELEGRAPH STATION.

The experimental station established at this yard was abandoned on January 30, 1906, and all instruments, apparatus, etc., transferred to the new station on the water front, which is now in satisfactory operation. Daily communication is held with Cape Henlopen, and signals have been heard from Quebec, Canada, and San Juan, P. R.

FACILITIES FOR EQUIPMENT WORK.

With the exception of the coaling plant and the wireless telegraph installation there are no facilities for equipment work at this navy-yard, the manufacture of signal outfits, necessary repairs, and other miscellaneous work being accomplished by transfer requisitions on other departments.

NAVY-YARD, NORFOLK, VA.

The total expenditures at this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, etc.....	\$43,788.80	\$11,543.97	\$55,332.27
Repairs and additions to and maintenance of machinery plant.....	12,040.20	4,475.51	16,515.71
Chattels, furniture, and fittings.....		43.00	43.00
Installation and repair of electrical appliances on board ships...	16,577.94	10,206.17	26,784.11
Manufacture and repair of standing rigging on board ships.....	563.08	415.78	978.86
Repairs to miscellaneous equipage on board ships.....	4,995.49	1,653.99	6,649.48
Manufacture and repair of—			
Electrical supplies.....	1,858.81	7,898.76	9,767.57
Canvas work.....	24,818.95	29,143.62	53,962.57
Rigging work.....	4,181.72	6,799.71	10,981.43
Miscellaneous articles.....	6,179.12	9,451.21	15,630.33
Total.....	115,003.61	81,631.72	196,635.33

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The following-named vessels have undergone repairs at this navy-yard during the year:

Abarenda, collier.
Adder, submarine torpedo boat.
Alice, tug.
Ajax, collier.
Alvarado, gunboat.
Arethusa, tank steamer.
Arkansas, monitor.
Atlanta, protected cruiser.
Bagley, torpedo boat.
Bailey, torpedo boat.
Bancroft, gunboat.
Barney, torpedo boat.
Brutus, collier.
Cesar, collier.
Charleston, protected cruiser.
Choctaw, tug.
Cleveland, protected cruiser.

Cushing, torpedo boat.
De Long, torpedo boat.
Denver, protected cruiser.
Des Moines, protected cruiser.
Don Juan de Austria, gunboat.
Eagre, yacht.
Ericsson, torpedo boat.
Fern, tender.
Franklin, receiving ship.
Foote, torpedo boat.
Galveston, torpedo boat.
Gwin, torpedo boat.
Hannibal, collier.
Hartford, cruiser.
Hercules, tug.
Holland, submarine torpedo boat.
Hopkins, torpedo-boat destroyer.

<i>Hull</i> , torpedo-boat destroyer.	<i>Restless</i> , converted yacht.
<i>Iowa</i> , battle ship.	<i>Robert Center</i> , yacht.
<i>Indiana</i> , battle ship.	<i>Ricket</i> , tug.
<i>Kearsarge</i> , battle ship.	<i>Rodgers</i> , tug.
<i>Kentucky</i> , battle ship.	<i>Sandoval</i> , gunboat.
<i>Lawrence</i> , torpedo-boat destroyer.	<i>San Francisco</i> , protected cruiser.
<i>Lebanon</i> , collier.	<i>Severn</i> , gunboat.
<i>Leonidas</i> , collier.	<i>Shubrick</i> , torpedo boat.
<i>Macdonough</i> , torpedo-boat destroyer.	<i>Siren</i> , converted yacht.
<i>Mackenzie</i> , torpedo boat.	<i>Somers</i> , torpedo boat.
<i>Manley</i> , torpedo boat.	<i>Stockton</i> , torpedo boat.
<i>Marcellus</i> , collier.	<i>Stringham</i> , torpedo boat.
<i>Maryland</i> , battle ship.	<i>Sylvia</i> , converted gunboat.
<i>Mayflower</i> , converted yacht.	<i>Talbot</i> , torpedo boat.
<i>Minneapolis</i> , protected cruiser.	<i>Texas</i> , battle ship.
<i>Moccasin</i> , submarine torpedo boat.	<i>Thornton</i> , torpedo boat.
<i>Mohawk</i> , tug.	<i>Tingey</i> , torpedo boat.
<i>Nero</i> , collier.	<i>Truxtun</i> , torpedo-boat destroyer.
<i>Newark</i> , protected cruiser.	<i>Uncas</i> , tug.
<i>Nicholson</i> , torpedo boat.	<i>Virginia</i> , battle ship.
<i>O'Brien</i> , torpedo boat.	<i>Wahneta</i> , tug.
<i>Paducah</i> , gunboat.	<i>West Virginia</i> , battle ship.
<i>Porter</i> , torpedo boat.	<i>Whipple</i> , torpedo-boat destroyer.
<i>Potomac</i> , tug.	<i>Wilkes</i> , torpedo boat.
	<i>Worden</i> , torpedo boat.

Minor repairs were also made to the army dredge *General Abbott*.

EQUIPMENT WORK FOR NEW SHIPS.

Equipment outfits were made for the original outfits of the *Louisiana*, *Montana*, *Charleston*, *Virginia*, and *Minnesota*.

SAIL LOFT.

The sum of \$54,053.25 was expended in the sail loft for the manufacture and repair of various articles of canvas outfit.

RIGGING LOFT.

The sum of \$12,979.60 was expended in the rigging loft for the manufacture and repair of rigging.

WIRELESS TELEGRAPH STATIONS.

The wireless telegraph stations at Cape Henry, Pivers Island, light-ships 71 and 72, and this navy-yard have been in operation during the year, but their usefulness has been somewhat hampered by lack of operators. In order to maintain them at the proper state of efficiency the quota assigned them should be kept filled at all times.

A total of 7,531 messages have been received and sent by these stations; the greatest distance of transmission, 1,100 miles.

FACILITIES FOR EQUIPMENT WORK.

The output of this department shows an increase over preceding years in proportion to the amount of money expended. This increase in efficiency is believed to be due to the centralization of the equipment plant, which has permitted closer supervision, with consequent improvement in the work accomplished.

Repeated reference has been made in previous reports to the necessity for the installation of a coaling plant at this navy-yard. The shed now used for the stowage of coal is a dilapidated structure which it has for some time been necessary to brace heavily in order to prevent its collapse. Moreover, its total capacity is but 2,500 tons, which admits of no reserve supply for an emergency, and it is without modern handling appliances.

The Bureau urgently recommends that the construction of an efficient coaling plant, supplied with all modern appliances, be commenced as soon as possible. Estimated cost, \$400,000.

With the above exception, the facilities for equipment work are adequate to meet the requirements of the service.

NAVAL STATION, PORT ROYAL, S. C.

The total expenditures for this naval station for the fiscal year ending June 30, 1906, amounted to \$1,426.58.

There are no facilities for equipment work at this station and no buildings under cognizance of the Bureau except a shed for the storage of coal.

NAVY-YARD, CHARLESTON, S. C.

The only work done at this navy-yard during the year under cognizance of the Bureau of Equipment has been the completion of the construction of the wireless telegraph station.

QUARTERS FOR EQUIPMENT OFFICER.

It is recommended that a suitable house for occupation by the equipment officer be provided as soon as practicable. Estimated cost, \$8,000.

NAVAL STATION, KEY WEST, FLA., AND DRY TORTUGAS.

The total expenditures for this naval station during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, etc.....	\$25,292.60	\$399.02	\$25,691.62
Maintenance of yard craft	1,913.44	95.08	2,008.47
Chattels, furniture, and fittings.....		786.61	786.61
Maintenance of equipment building.....	1,807.01	1,020.08	2,827.09
Repairs to and maintenance of coaling plants, Key West and Dry Tortugas.....	11,769.32	7,346.81	19,116.13
Maintenance wireless telegraph stations.....	5,697.30	2,718.85	8,416.15
Distilling plants, Key West and Dry Tortugas	4,884.34	2,832.74	7,717.08
Tortugas cable	2,143.20		2,143.20
Moorings, Key West and Dry Tortugas.....	525.62	2,991.38	3,517.00
Repairs to machinery plant.....		443.60	443.60
Canvas and rigging work	936.80	312.77	1,249.57
Miscellaneous.....	1,483.48	1,343.04	2,826.52
Total	56,453.11	20,239.93	76,693.04

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

Minor repairs have been made to the following ships during the year: *Abarenda*, *Massasoit*, *Osceola*, *Scorpion*, and coal barge *No. 8*.

WIRELESS TELEGRAPH STATIONS.

The wireless stations at Key West and Dry Tortugas have been in operation during the year.

The station at Key West was designed for long-distance transmission and messages have been exchanged with Guantanamo, San Juan, Colon, Panama, and Pensacola, but as yet absolutely reliable communication has not been established. It is believed, however, that the use of a flat-top aerial will give satisfactory results, and experiments with this end in view are now in progress.

The present location of the plant has proved undesirable and a new operating house has been designed. It is hoped it will be completed and the apparatus installed therein before the coming winter.

The station at Dry Tortugas has operated satisfactorily and experiments indicate the probability of greater range of transmission than originally contemplated. Messages have been read from New York, Colon, and other remarkable distances.

DISTILLING PLANTS.

The distilling plant at Key West is in good condition and 739,700 gallons of water were distilled during the fiscal year.

The increasing capacity of this station demands greater water supply and, careful investigation having proved the impracticability of boring an artesian well, attention is invited to the necessity for a larger distilling plant. Additional facilities for the storage of rain water should also be supplied in order to provide for emergencies during a dry season.

The distilling plant at Dry Tortugas has been dismantled during the year and prepared for shipment to Guantanamo.

FACILITIES FOR EQUIPMENT WORK.

It is believed that the establishment of an adequate anchor, chain, and galley repair shop would greatly promote the efficiency of this station, and the erection of a building for this purpose is recommended. Estimated cost, \$30,000.

QUARTERS FOR EQUIPMENT OFFICER.

It is considered very desirable that a suitable house be provided for the accommodation of the equipment officer, and the Bureau recommends its construction as soon as possible. Estimated cost, \$8,000.

NAVY-YARD, PENSACOLA, FLA.

The total expenditures for this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, etc.....	\$9,814.17	\$1,130.55	\$10,944.72
Extending coal bin and installing runways.....	1,787.28	5,395.97	7,183.25
Maintenance of yard craft.....	1,642.81	28.04	1,665.85
Maintenance of machinery plant.....	474.08	1,152.34	1,626.42
Maintenance of wireless station.....	896.48	618.89	1,515.37
Chattels, moorings, and fittings.....	572.81	7,720.34	8,293.15
Installation and repair of electrical appliances on board ships...	1,334.16	2,289.37	3,623.53
Repairs to miscellaneous equipage on board ships.....	42.44	8.69	51.13
Manufacture and repair of standing rigging.....	360.08	222.41	582.49
Manufacture and repair of—			
Electrical appliances.....	265.16	2,692.86	2,958.02
Canvas work.....	8,253.62	14,618.82	22,872.44
Rigging work.....	1,569.42	1,821.41	3,390.83
Miscellaneous articles.....	749.37	4,255.79	5,005.16
Total.....	27,761.88	41,950.48	69,712.36

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The following-named vessels have undergone repairs at this navy-yard during the year:

<i>Accomac</i> , tug.	<i>Machias</i> , gunboat.
<i>Amphitrite</i> , monitor.	<i>Uncas</i> , tug.
<i>Dupont</i> , torpedo boat.	<i>Undine</i> , launch.
<i>Gloucester</i> , converted gunboat.	<i>Vixen</i> , converted gunboat.
<i>Isla de Luzon</i> , gunboat.	<i>Waban</i> , tug.
<i>Osceola</i> , tug.	<i>Wasp</i> , converted gunboat.

Coal barge No. 1.

SAIL LOFT.

The sum of \$22,872.44 was expended in the sail loft in the manufacture and repair of various articles of canvas outfit.

RIGGING LOFT.

The sum of \$3,390.83 was expended in the rigging loft in the manufacture and repair of rigging.

WIRELESS TELEGRAPH STATION.

This long-distance wireless station has been completed and accepted. Communication has been maintained with Key West and New Orleans, also with San Juan, P. R., and other long-distance stations. A great deal of experimental work has been done, as this station is well suited to such purposes.

FACILITIES FOR EQUIPMENT WORK.

The new equipment building has been completed but not yet accepted. The lighting and heating plants have not been installed as yet, and there are some minor defects and deficiencies.

All moorings have been raised, scraped, painted, and overhauled.

The new coal bin mentioned in last year's report has been completed and its capacity increased to 11,000 tons. It is believed that the present slow method of handling should be replaced by conveyors and other appliances for rapidly discharging the coal into the bin.

QUARTERS FOR EQUIPMENT OFFICER.

It is considered very desirable that a suitable house be provided at this navy-yard for the accommodation of the equipment officer, and the Bureau recommends its construction as soon as practicable. Estimated cost, \$8,000.

NAVAL STATION, NEW ORLEANS, LA.

The total expenditures for this naval station for the fiscal year ending June 30, 1906, amounted to \$6,994.43. Of this amount, \$1,567.22 was expended for coal, \$4,795.73 in connection with the wireless telegraph station, and the balance, \$631.48, for the general maintenance of the station.

The new equipment building is about 74 per cent completed, and it is estimated that about \$25,000 will be required to fit it with the necessary appliances to carry on the work of the department.

Until this building is completed there are no facilities for equipment work at this naval station.

QUARTERS FOR EQUIPMENT OFFICER.

A suitable house for the accommodation of the equipment officer should be provided at this naval station, and the Bureau recommends its construction as soon as practicable. Estimated cost, \$8,000.

NAVY-YARD, MARE ISLAND, CAL.

The total expenditures for this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, legal holidays, etc.....	\$63,323.19	\$8,000.34	\$71,323.53
Repairs and additions to and maintenance of machinery plant	3,971.37	12,077.66	16,049.03
Chattels, furniture, and fittings.....	64.32	638.72	703.04
Maintenance of wireless telegraph stations	8,753.95	24,986.90	33,740.85
Manufacture, installation, and repair of standing rigging.....	1,984.05	951.19	2,935.24
Installation and repair of electrical appliances on board ships...	18,771.55	11,239.90	30,011.45
Repairs to miscellaneous equipage on board ships	2,105.60	659.28	2,824.88
Manufacture and repair of—			
Canvas work	23,077.58	35,208.96	58,286.54
Rigging work.....	5,051.59	6,773.12	11,824.71
Electrical supplies.....	10,386.35	29,304.33	39,690.68
Miscellaneous articles.....	5,212.51	21,468.52	26,681.03
Flags, curtains, etc.....	8,899.24	11,270.04	20,169.28
Total	151,661.30	162,578.96	314,240.26

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The following-named ships have undergone repairs at this navy-yard during the year:

<i>Active</i> , tug.	<i>Marblehead</i> , cruiser.
<i>Alert</i> , gunboat.	<i>New Orleans</i> , cruiser.
<i>Annapolis</i> , gunboat.	<i>Paul Jones</i> , torpedo-boat destroyer.
<i>Boston</i> , cruiser.	<i>Perry</i> , torpedo-boat destroyer.
<i>Buffalo</i> , training ship.	<i>Pike</i> , submarine torpedo boat.
<i>Celtic</i> , supply ship.	<i>Preble</i> , torpedo-boat destroyer.
<i>Dart</i> , launch.	<i>Princeton</i> , gunboat.
<i>Davis</i> , torpedo boat.	<i>Relief</i> , hospital ship.
<i>Farragut</i> , torpedo-boat destroyer.	<i>Saturn</i> , collier.
<i>Fortune</i> , tug.	<i>Solace</i> , transport.
<i>Fox</i> , torpedo boat.	<i>Sotoyomo</i> , tug.
<i>Grampus</i> , submarine torpedo boat.	<i>Supply</i> , supply ship.
<i>Independence</i> , receiving ship.	<i>Unadilla</i> , tug.
<i>Iris</i> , distilling ship.	<i>Vicksburg</i> , gunboat.
<i>Lawton</i> , transport.	<i>Vigilant</i> , tug.
<i>Leslie</i> , fire boat.	<i>Wyoming</i> , monitor.
<i>Manila</i> , prison ship.	<i>Yorktown</i> , gunboat.

EQUIPMENT WORK FOR NEW SHIPS.

Equipment articles have been manufactured for the original outfits of the following ships: *Intrepid*, *Milwaukee*, *South Dakota*, and *Nebraska*.

FLAG ROOM.

The sum of \$20,169.28 was expended in the flag room in the manufacture of flags, skylight screens, table linen, etc.

SAIL LOFT.

The sum of \$58,286.56 has been expended in the sail loft in the manufacture and repair of various articles of canvas outfit.

• RIGGING LOFT.

The sum of \$14,759.95 has been expended in the rigging loft in the manufacture and repair of rigging.

ANCHORS, CHAINS, GALLEYS, AND COOKING OUTFITS.

The sum of \$26,681.03 has been expended for the manufacture and repair of ground tackle, and the purchase, manufacture, repair, and installation of galleys, and cooking outfits.

ELECTRICAL BRANCH.

The sum of \$69,702.13 has been expended in the electrical workshop for the manufacture and repair of electrical equipment and the installation of generating sets, interior communications, wiring, etc., on board ships.

WIRELESS TELEGRAPH STATIONS.

The stations at Point Loma, the Farallones, Yerba Buena, Point Arguello, and the navy-yard have been in satisfactory operation during the year, and the sum of \$2,824.88 has been expended for their maintenance.

NAVAL OBSERVATORY.

Reference is again made to the necessity for an extension of the observatory building at this navy-yard. It is impossible to efficiently perform the important work contemplated with the present accommodations, which consist of three small rooms, each about 16 feet square, and much overcrowded.

ELECTRICAL SCHOOL.

The electrical school has been in successful operation during the year, and a total of 45 men have received instruction. Of this number 18 have completed the course, and but 2 failed under examination; 5 have dropped out for various reasons, and 20 are still in attendance.

The number of men graduated has no more than filled the demand for electricians and wireless operators, and this demand will probably increase during the coming year owing to the new wireless stations and additional ships fitted with wireless outfits.

The space allotted to the school is cramped and inadequate and provision should be made for better accommodations.

FACILITIES FOR EQUIPMENT WORK.

The operation of the equipment plant at this navy-yard has been satisfactory during the past year, although certain changes and additions are considered desirable in order to promote the efficiency of the department and adequately perform the work required of it.

Especial attention is invited to the necessity for providing suitable accommodations for the electrical class and extending the observatory building above mentioned.

NAVY-YARD, PUGET SOUND, WASH.

The total expenditures at this navy-yard during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, etc.....	\$15,762.39	\$944.84	\$16,707.23
Repairs and additions to and maintenance of machinery plant.....	11,327.83	6,473.08	17,800.91
Maintenance of yard craft.....	982.16	13.95	996.11
Repairs to and maintenance of coaling plant.....	12,482.70	4,692.24	17,174.94
Wireless telegraph stations.....	3,470.99	4,197.13	7,668.12
Chattels, furniture, and fittings.....	197.08	240.68	437.76
Installation and repair of electrical appliances on board ships....	4,910.57	12,763.61	17,674.18
Manufacture and repair of standing rigging.....	232.20	22.19	254.39
Repairs to miscellaneous equipage on board ships.....	1,439.93	1,467.72	2,907.65
Manufacture and repair of—			
Electrical supplies.....	1,133.17	4,486.36	5,619.53
Canvas work.....	8,404.01	14,252.96	22,656.97
Rigging work.....	2,845.15	3,743.05	6,588.20
Miscellaneous.....	1,997.50	19,384.04	21,381.54
Total.....	65,185.68	72,681.85	137,867.53

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The following-named vessels have undergone repairs at this navy-yard during the year:

<i>Albany</i> , cruiser.	<i>Nipsic</i> , prison ship.
<i>Boston</i> , cruiser.	<i>Oregon</i> , battle ship.
<i>Celtic</i> , refrigerator ship.	<i>Pawtucket</i> , tug.
<i>Chicago</i> , cruiser.	<i>Perry</i> , torpedo-boat destroyer.
<i>Concord</i> , gunboat.	<i>Philadelphia</i> , receiving ship.
<i>Goldsborough</i> , torpedo-boat destroyer.	<i>Saturn</i> , collier.
	<i>Wheeling</i> , gunboat.

SAIL LOFT.

The sum of \$18,045.95 was expended in the sail loft for the manufacture and repair of various articles of canvas outfit.

RIGGING LOFT.

The sum of \$22,953.73 was expended in the rigging loft in the manufacture and repair of rigging.

ELECTRICAL MACHINE SHOP.

The sum of \$22,953.73 was expended in the electrical machine shop in the preparation, installation, and repair of electrical appliances for ships.

FACILITIES FOR EQUIPMENT WORK.

The rigging loft is inadequate for the work required of it, the space allotted to it being so small as to render it available only for very light rigging.

A chain shed and annealing furnace are also very desirable and it is believed that the erection of an additional building, the ground floor of which could be used as a chain shed, annealing furnace, and galley repair shop and the second floor as a rigging loft, would greatly promote the efficiency of the equipment department.

With the above exceptions the facilities for equipment work at this navy-yard are sufficient to meet the requirements of the service.

QUARTERS FOR EQUIPMENT OFFICER.

A suitable house for the accommodation of the equipment officer should be provided at this navy-yard, and the Bureau recommends its construction as soon as practicable. Estimated cost, \$8,000.

NAVAL STATION, CAVITE, P. I.

The total expenditures for this naval station for the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, shipments, annual leave, special deposits, etc	\$51,383.64	\$11,007.06	\$62,390.70
Library, chattels, furniture, and fittings.....	88.73	247.82	336.55
Maintenance of yard craft	2,495.08	19,321.72	21,816.80
Wireless telegraphy	575.91	2,458.23	3,034.14
Fence around parade ground	329.54	76.69	406.23
Installation and repair of electrical appliances on board ships...	9,361.28	32,111.60	41,472.88
Repair of miscellaneous equipage on board ships.....	1,972.41	1,444.33	3,416.74
Sangley Point coaling station: Repairs to wharves, quarters, etc., and general maintenance	24,143.19	27,959.82	52,103.01
Manufacture and repair of—			
Electric supplies.....	3,819.58	10,988.46	14,808.04
Canvas work	22,185.02	41,353.69	63,538.71
Rigging work	5,230.20	8,890.38	14,120.58
Miscellaneous articles.....	6,823.55	22,325.00	29,148.55
Total	128,403.13	178,184.80	306,587.93

REPAIRS TO SHIPS AND SHIP EQUIPMENT.

The following-named vessels have undergone repairs at this station during the year, viz :

<i>Alexander</i> , collier.	<i>Mindoro</i> , gunboat.
<i>Arayat</i> , gunboat.	<i>Mohican</i> , station ship.
<i>Bainbridge</i> , torpedo-boat destroyer.	<i>Monadnock</i> , monitor.
<i>Baltimore</i> , cruiser.	<i>Monterey</i> , monitor.
<i>Barry</i> , torpedo-boat destroyer.	<i>Nanshan</i> , collier.
<i>Calamianes</i> , gunboat.	<i>Ohio</i> , battle ship.
<i>Callao</i> , gunboat.	<i>Oregon</i> , battle ship.
<i>Challanooga</i> , cruiser.	<i>Pampanga</i> , gunboat.
<i>Chauncey</i> , torpedo-boat destroyer.	<i>Paragua</i> , gunboat.
<i>Cincinnati</i> , cruiser.	<i>Panay</i> , gunboat.
<i>Concord</i> , cruiser.	<i>Pompey</i> , collier.
<i>Dale</i> , torpedo-boat destroyer.	<i>Piscataqua</i> , tug.
<i>Decatur</i> , torpedo-boat destroyer.	<i>Quiros</i> , gunboat.
<i>Elcano</i> , gunboat.	<i>Rainbow</i> , cruiser.
<i>Frolic</i> , gunboat.	<i>Raleigh</i> , cruiser.
<i>Galveston</i> , protected cruiser.	<i>Ranger</i> , gunboat.
<i>Helena</i> , gunboat.	<i>Samar</i> , gunboat.
<i>Iris</i> , supply ship.	<i>Villalobos</i> , gunboat.
<i>Justin</i> , collier.	<i>Wisconsin</i> , battle ship.
<i>Leyte</i> , gunboat.	<i>Wompatuck</i> , tug.
<i>Marivales</i> , gunboat.	

The following-named ships were repaired for the insular bureau of navigation, viz:

<i>Samar.</i>	<i>Basilan.</i>	<i>Sherman.</i>
<i>George Tilley.</i>	<i>Busuanga.</i>	<i>Edith.</i>
<i>Negros.</i>	<i>Department.</i>	<i>W. E. Sherman.</i>
<i>Mindoro.</i>	<i>Pathfinder.</i>	<i>Kineo.</i>
<i>Panay.</i>	<i>Romblon.</i>	<i>Manga Reva.</i>
<i>Luzon.</i>	<i>Research.</i>	<i>Adolph Obrig.</i>

SAIL LOFT.

The sum of \$47,158.74 was expended in the sail loft in the manufacture and repair of various articles of canvas outfit.

RIGGING LOFT.

The sum of \$14,120.58 was expended in the rigging loft in the manufacture and repair of rigging.

ELECTRICAL REPAIR SHOP.

This shop has been in constant use during the year but owing to the limited facilities at its command has been unable to promptly meet all demands upon it.

It is frequently essential when repairing ships to renew portions of their electrical installation, worn out from continued use. The remote location of this station, the inadequacy of available markets, and the uncertainty attending receipt of material due on requisitions, have proved the necessity of maintaining an efficient electrical repair shop.

It would be to the interests of economy to manufacture and keep in stock a moderate amount of standard appliances and fittings for issue to ships. Owing, however, to lack of proper tools and appliances the shop is unable to keep pace with the current demands upon it and delays have occurred which, under the circumstances, were unavoidable.

It is a matter of regret to the Bureau that this important work should be hampered by lack of proper facilities to perform it.

SANGLEY POINT COALING STATION.

This plant is in satisfactory condition and but few changes or additions have been made since the last annual report.

An aerial inclined railway for loading vessels has been completed, but has not yet been tested to prove its efficiency.

COAL BARGES.

The 16 coal barges now attached to this station were not sufficient to handle the coal received during the year, and it was therefore necessary to hire lighterage from Manila. It is believed that at least 8 additional barges should be supplied as soon as practicable.

WIRELESS TELEGRAPHY.

Few changes have been made in this connection during the past year, but the wireless station at Cavite has been enlarged and an increase in power is contemplated.

Sites for six stations have been located in different parts of the islands, and the Philippine government has been requested to set aside the necessary land for the use of the Navy Department.

There were 1,509 messages sent during the year and 1,361 received; 5,640 Signal Corps messages were also relayed through the Cavite station.

FACILITIES FOR EQUIPMENT WORK.

The following suggestions are made with a view to promoting the efficiency of the equipment department and enabling it to operate upon an independent basis:

It is recommended that a building be constructed at Olongapo for use as offices, shops of various kinds, storerooms, etc. Estimated cost, \$125,000.

It is also recommended that an anchor, chain, and galley repair shop be established at Olongapo, and that a suitable building for this purpose be erected. Estimated cost, \$40,000.

QUARTERS FOR EQUIPMENT OFFICER.

A suitable house for the accommodation of the equipment officer should be provided at Olongapo, and the Bureau recommends its construction as soon as practicable. Estimated cost, \$8,000.

NAVAL STATION, SAN JUAN, P. R.

The total expenditures for this naval station for the fiscal year ending June 30, 1906, amounted to \$12,200.

WIRELESS-TELEGRAPH STATION.

The long-distance wireless-telegraph station has been completed and is in satisfactory operation. Messages are exchanged with Key West, Guantanamo, and Colon.

FACILITIES FOR EQUIPMENT WORK.

There are no facilities for equipment work at this naval station, except for the storage and handling of coal, and the following suggestions are made with a view to promoting the efficiency of that department:

It is recommended that a building be constructed for offices, shops, storerooms, etc. Estimated cost, \$60,000.

It is also recommended that an anchor, chain, and galley repair shop be established and a building for this purpose erected. Estimated cost, \$30,000.

QUARTERS FOR EQUIPMENT OFFICER.

It is considered very desirable that a suitable house be provided at this station for the accommodation of the equipment officer, and the Bureau recommends its construction as soon as practicable. Estimated cost, \$8,000.

NAVAL STATION, CULEBRA, P. R.

The total expenditures for this naval station for the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Handling coal.....	\$2,731.10	\$759.68	\$3,490.78
Construction of coal platform, etc.....	4,142.53	8,144.71	12,287.24
Clearing trocha to wireless station.....	74.32		74.32
Construction of breakwater.....	298.90		298.90
Maintenance of office.....	117.00	432.85	549.85
Maintenance of yard craft.....		991.16	991.16
Miscellaneous.....		4,728.15	4,728.15
Total	7,863.85	15,066.55	22,420.40

WIRELESS TELEGRAPH STATION.

The wireless telegraph station has continued in operation and proved of great value in communicating with the fleet and for the transmission of messages from vessels in the vicinity of St. Thomas. Messages emanating from Trinidad and Barbados have been easily read, and a daily weather report made to San Juan.

FACILITIES FOR EQUIPMENT WORK.

There are no facilities for equipment work at this naval station, any necessary repairs being made by the enlisted force of the *Alliance*.

NAVAL STATION, GUANTANAMO, CUBA.

The total expenditures at this naval station during the fiscal year ending June 30, 1906, were as follows:

	Labor.	Material.	Total.
General maintenance:			
Office and store labor, handling coal, legal holidays, etc	\$14,195.95	\$12,704.07	\$26,900.02
Coaling plant.....	930.72	3,576.69	4,507.41
Wireless telegraph station.....	900.00	8,234.53	9,134.53
Yard craft.....	50.00	4,978.62	5,028.62
Light on Fishermans Point buoy.....	377.52		377.52
Chattels, furniture, and fittings.....		158.00	158.00
Coal depot, Hospital Cay.....	4,054.29	13,230.17	17,284.46
Survey of station and adjacent coast	8,363.01	2,218.77	10,581.78
Total	28,871.49	45,100.85	73,972.34

COAL DEPOT.

A coal storage area of 10,000 tons capacity is at present available, and work has commenced upon an extensive coal depot at Hospital Cay. The construction of this depot involves erecting a steel and concrete wharf, building a concrete platform, installing coal handling machinery, erecting a distilling plant and cistern, etc., and the work will proceed as expeditiously as possible.

WIRELESS TELEGRAPH STATION.

The long-distance wireless telegraph station mentioned in last year's report has been completed and accepted, but, owing to tropical conditions, absolutely reliable communication with other large stations has not yet been assured. Improvements in the installation are about to be made, however, and it is hoped entirely successful results may then be obtained.

FACILITIES FOR EQUIPMENT WORK.

The following suggestions are made for the improvement and increased efficiency of the equipment department:

It is recommended that a building be constructed for use as offices, storerooms, shops of various kinds, etc. Estimated cost, \$60,000.

It is also recommended that an anchor, chain, and galley repair shop be established, and a building for this purpose erected. Estimated cost, \$30,000.

QUARTERS FOR EQUIPMENT OFFICER.

A suitable house for the accommodation of the equipment officer should be provided at this naval station, and the Bureau recommends its construction as soon as practicable. Estimated cost, \$8,000.

NAVAL STATION, HAWAII, HAWAII.

There is no work at present under cognizance of the Bureau of Equipment at this naval station, except in connection with the storage and handling of coal and the maintenance of the wireless telegraph station.

The 12 acres of land at Bishops Point, Pearl Harbor, mentioned in last year's report, have been purchased, and the 50 acres desired at Waipo Peninsula have been marked off by survey, and condemnation proceedings are now in progress.

The coaling facilities are believed to be sufficient in time of peace, and no changes are considered necessary while awaiting the occupancy of Pearl Harbor.

The wireless telegraph station has been in satisfactory operation since October 1, the record for receiving and sending being 225 and 140 miles, respectively.

FACILITIES FOR EQUIPMENT WORK.

The following suggestions are made with a view to the establishment of an efficient equipment plant at this naval station:

It is recommended that a building be constructed for use as offices, shops of various kinds, storerooms, etc. Estimated cost, \$60,000.

It is also recommended that a suitable house be erected for the accommodation of the equipment officer as soon as practicable. Estimated cost, \$8,000.

NAVAL STATION, TUTUILA, SAMOA.

The total expenditures at this naval station during the fiscal year ending June 30, 1906, amounted to \$1,488.90.

OBSERVATORY.

The work on the observatory and adjacent buildings is now completed, although only experimental observing has thus far been done in order to test and adjust the instrument and ascertain the performance of the clocks.

Observations of the moon are taken whenever possible for the purpose of determining longitude, and it is believed that during the coming year the observatory will be in operation on a practical working basis.

FACILITIES FOR EQUIPMENT WORK.

There are no facilities for equipment work at this station, except in connection with the observatory and the storage and handling of coal.

NAVAL STATION, ISLAND OF GUAM.

The total expenditures at this naval station during the fiscal year ending June 30, 1906, amounted to \$52,216.19.

FACILITIES FOR EQUIPMENT WORK.

The only work performed under the cognizance of the Bureau of Equipment during the year was the completion of the coal shed and the establishment of a wireless telegraph station.

Attention is invited to the very inadequate coal-handling facilities at this station. The frequent grounding of lighters, necessitating a considerable expenditure of time and money to get them afloat again, has resulted in a loss to the Government in economy as well as efficiency, and it is hoped that steps may be taken during the coming year toward obviating this difficulty.

EXTRACTS FROM YEARLY REPORTS OF INSPECTORS OF EQUIPMENT AT SHIPBUILDING WORKS.

BATH IRON WORKS, BATH, ME.

[Lieut. Stanford E. Moses, U. S. Navy, inspector.]

Georgia, battle ship.—Launched October 11, 1906. Equipment installation practically completed and awaiting final tests. The hull of the *Georgia* was 97.47 per cent completed July 1, 1906.

Chester, scout cruiser.—Keel laid September 25, 1905. Lighting plans approved; plans for power and for interior communication under way. Equipment installation not yet begun. The hull of the *Chester* was 36.88 per cent completed July 1, 1906.

FORE RIVER SHIPBUILDING COMPANY, QUINCY, MASS.

[Commander W. R. Rush, U. S. Navy, inspector.]

New Jersey, battle ship.—Completed, and delivered to the Government May 12, 1906.

Rhode Island, battle ship.—Completed, and delivered to the Government February 12, 1906.

Vermont, battle ship.—Launched August 31, 1906. Installation of electric plant nearing completion. Installation of canvas, rigging, galley outfit, etc., well under way. The hull of the *Vermont* was 88.5 per cent completed July 1, 1906.

Birmingham and Salem, scout cruisers.—Not launched. Wiring plans, etc., approved, but work of installation not yet begun. The hulls of the *Birmingham* and *Salem* were 38.4 and 39.3 per cent completed July 1, 1906.

Cuttlefish, Octopus, Tarantula, Viper, submarine torpedo boats.—All plans for equipment work completed and approved and work of installation begun. The hulls of these vessels were 72.3, 75.9, 59, and 62 per cent, respectively, completed on July 1, 1906.

GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y.

[Lieut. Commander H. C. Kuenzli, U. S. Navy, inspector.]

The following tests and inspections have been made at these works during the year:

27 generating sets.
 6 spare armatures.
 54 motor generator sets.
 11 spare armatures.
 58 searchlight outfits, complete.
 4 portable searchlight outfits.
 5 portable ventilating sets.
 18 night signaling sets.
 9 night signal keyboards.
 6 double truck light controllers.
 2 single truck light controllers.
 48 turret distribution panels.
 4 motors.
 7 switch-board equipments.
 376,021 feet wire and cable, for various navy-yards and shipbuilding works.

The total value of this material was \$391,746.50.

WM. CRAMP AND SONS SHIP AND ENGINE BUILDING COMPANY, PHILADELPHIA, PA.

[Lieut. Commander W. G. Miller, U. S. Navy, inspector.]

Tennessee, armored cruiser.—Completed and delivered to the Government July 9, 1906.

Idaho, battle ship.—Launched December 9, 1905. Practically all plans completed and approved, and installation of electric plant 16 per cent completed. The hull of the *Idaho* was 58.07 per cent completed July 1, 1906.

Mississippi, battle ship.—Launched September 30, 1905. Practically all plans completed and approved, and installation of electric plant 12 per cent completed. The hull of the *Mississippi* was 59.86 per cent completed July 1, 1906.

NEAFIE & LEVY, PHILADELPHIA, PA.

[Lieut. Commander W. G. Miller, U. S. Navy, inspector.]

St. Louis, protected cruiser.—Launched May 6, 1906. Installation of equipment outfit practically completed. The hull of the *St. Louis* was 98.77 per cent completed July 1, 1906.

NEW YORK SHIPBUILDING COMPANY, CAMDEN, N. J.

[Lieut. Commander W. C. Cole, U. S. Navy, inspector.]

Kansas, battle ship.—Launched August 12, 1905. Equipment installation 45 per cent completed. The hull of the *Kansas* was 85.2 per cent completed July 1, 1906.

New Hampshire, battle ship.—Launched June 30, 1906. Electrical installation not yet begun, but material has been ordered and plans

completed and approved. The hull of the *New Hampshire* was 48 per cent completed July 1, 1906.

Washington, armored cruiser.—Launched March 18, 1905. Equipment installation practically completed. The hull of the *Washington* was 99 per cent completed July 1, 1906.

NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY, NEWPORT NEWS, VA.

[Lieut. Comdr. George Mallison, U. S. Navy, inspector.]

Charleston, protected cruiser.—Completed, and delivered to the Government August 30, 1905.

Louisiana, battle ship.—Completed, and delivered to the Government May 21, 1906.

Virginia, battle ship.—Completed, and delivered to the Government April 25, 1906.

Minnesota, battle ship.—Launched April 8, 1905. All lighting, power, and interior communication plans developed and approved, and equipment installation in general is about 90 per cent completed. The hull of the *Minnesota* was 91.44 per cent completed July 1, 1906.

Montana, armored cruiser.—Not launched. Equipment installation not yet commenced, but about 50 per cent of the lighting, power, and interior communication plans have been approved. The hull of the *Montana* was 44.72 per cent completed July 1, 1906.

North Carolina, armored cruiser.—Not launched. Status of equipment work similar in all respects to the *Montana*. The hull of the *North Carolina* was 50.50 per cent completed July 1, 1906.

UNION IRON WORKS, SAN FRANCISCO, CAL.

[Lieut. Comdr. C. B. Morgan, U. S. Navy, inspector.]

California, armored cruiser.—Launched April 28, 1904. Electric plant 90 per cent completed and other equipment work approaching an end. The hull of the *California* was 94 per cent completed July 1, 1906.

Milwaukee, protected cruiser.—Launched September 10, 1904. Equipment installation practically completed. The hull of the *Milwaukee* was 96.1 per cent completed July 1, 1906.

South Dakota, armored cruiser.—Launched January 21, 1904. Electrical installation 84 per cent completed, and all other equipment work well under way. The hull of the *South Dakota* was 91.8 per cent completed July 1, 1906.

MORAN BROTHERS COMPANY, SEATTLE, WASH.

[Lieut. Commander R. E. Coontz, U. S. Navy, inspector.]

Nebraska, battle ship.—Launched October 7, 1905. Electrical installation 89 per cent completed, and all equipment work well under way. The hull of the *Nebraska* was 95.16 per cent completed July 1, 1906.

COAL.

Reference is made on page 3 to a deficiency in the appropriation "Coal and transportation," amounting to \$500,000, which amount was appropriated by Congress. Early in the fiscal year it became apparent that the money appropriated under this item would not be sufficient to meet the demands of the service, the entire appropriation being practically exhausted by the end of the first quarter.

The heavy expenditures during the early part of the year were necessarily incurred in maintaining the stock of coal accumulated during the preceding year in the Philippine Islands, the cost of shipment having materially increased over previous years, because of the statutory requirement that coal be shipped in American bottoms.

This requirement caused a heavy drain on the above-mentioned appropriation, as the rates the Bureau was obliged to pay for American vessels were much in excess of those previously paid for vessels sailing under foreign flags. Furthermore, there was a very decided increase in the price of steaming coal, amounting to approximately 25 cents per ton during the year. It was also necessary to lay down a large supply of coal for the western stations, principally at Mare Island and Puget Sound, where the stock had become reduced to an embarrassing degree.

When the deficiency became apparent, the Bureau submitted an estimate for an additional appropriation of \$1,250,000. Less than half of this amount, viz, \$500,000, was appropriated by Congress.

In order to keep within the prescribed limit, vigorous measures tending to reduce expenditures under this appropriation to a minimum were necessary. This was a difficult proposition and resulted in some embarrassment; but the utmost economy was exercised and the Bureau is pleased to be able to state that the above sum has sufficed for its requirements.

At the request of the Bureau the Department on February 12, 1906, issued its Special Order No. 8:

Commanders in chief of fleets, commanding officers of squadrons and naval vessels, commandants of navy-yards and naval stations, and all others concerned are hereby enjoined to exercise the most rigid economy in the expenditure of coal and other fuel purchased for ships of the Navy and in the expenditure of funds under the appropriation "Coal and transportation." This action is rendered necessary owing to the scarcity of funds under the Bureau of Equipment for the purchase and handling of coal and other fuel and the conditions existing in the coal trade whereby the available supply for the Government has become materially reduced.

In March, 1906, the Bureau addressed a circular letter to commanders in chief of fleets, commanders of squadrons, and to naval vessels generally, requesting a report at the end of the first month after the receipt of the special order showing approximately what economy had resulted from its issue.

The reports received were most gratifying, as they demonstrated the fact that the use of coal had not been extravagant. It was therefore found practicable to reduce the quantity only to a very limited extent, since it is of course apparent that too strict an economy can not be exercised in the expenditure of coal without impairing the efficiency of the service, while on the other hand a generous supply of

coal of high quality and an economical use of this coal on board a naval vessel, thereby increasing her steaming radius, is as essential to the efficiency of that vessel as a fighting unit as are good ordnance and good marksmanship.

A circumstance of great assistance in enabling the Bureau to keep its expenditures within the amount allowed by Congress was the fact that Congress having authorized the establishment of a quarantine station at Dry Tortugas it became desirable to evacuate that place as a coaling station. The Bureau was therefore able to draw on the stock of coal on hand at that place, amounting to some 20,000 tons, in partial fulfillment of its requirements.

When the expedition was fitting out to tow the floating dry dock to Cavite and it became necessary to furnish a cargo of coal for the colliers *Brutus* and *Cæsar*, a part of the towing fleet, the greatest difficulty was experienced in securing it, owing to the conditions existing on the railroads bringing coal to tide water. One of these colliers was sent to each of the two largest coal suppliers in the United States, one of whom had never failed to meet the requirements of the Bureau, in part at least. After much urging and the combined efforts of the Bureau and one of these suppliers a cargo was finally secured for the *Brutus*. A cargo could not be obtained for the *Cæsar*, and it was necessary to send her to the Norfolk Navy-Yard for sufficient bunker coal to carry her to the Narragansett Bay coal depot, where her cargo was supplied from the reserve stock on hand at that place. This circumstance was of material assistance to the Bureau in keeping expenditures within the appropriation, but it was directly opposed to economical administration, since the coal at Narragansett Bay had to be replaced at the earliest opportunity.

A total of 672,867 tons of coal, costing \$2,829,032.04, an average of \$4.20 per ton, was purchased during the fiscal year.

The following table indicates the quantity of coal purchased since 1892 and the cost thereof, including transportation:

Fiscal year ending June 30—	Quantity.	Total cost.	Average cost per ton.
	<i>Tons.</i>		
1892.....	73,467	\$550,451.35	\$7.49
1893.....	67,054	449,066.27	6.69
1894.....	94,336	640,355.96	6.78
1895.....	98,615	527,580.25	5.35
1896.....	116,908	620,131.38	5.30
1897.....	138,318	655,921.72	4.75
1898.....	462,551	2,122,005.28	4.68
1899.....	281,169	1,679,510.55	5.97
1900.....	228,395	1,572,652.97	6.88
1901.....	324,108	2,273,111.81	7.01
1902.....	382,040	2,220,211.09	5.81
1903.....	487,046	2,435,168.37	5.00
1904.....	498,576	2,519,929.82	5.05
1905.....	543,421	2,742,618.21	5.05
1906.....	672,867	2,829,032.04	4.20

DOMESTIC COAL.

Of the total amount purchased, viz, 672,867 tons, 621,286 tons, costing with the transportation thereof \$2,480,661.27, an average of \$3.99 per ton, were purchased within the limits of the United States.

The following table indicates the quantity of coal purchased in the United States since 1892 and the cost thereof, including transportation:

Fiscal year ending June 30—	Quantity.	Total cost.	Average cost per ton.
	<i>Tons.</i>		
1892.....	38,450	\$221,718.66	\$5.77
1893.....	33,257	147,999.04	4.45
1894.....	42,190	178,163.58	4.22
1895.....	50,630	181,985.89	3.59
1896.....	55,162	196,795.40	3.57
1897.....	82,051	280,091.09	3.41
1898.....	387,437	1,520,119.75	4.02
1899.....	195,216	1,238,355.40	6.34
1900.....	141,921	834,527.34	5.88
1901.....	219,042	1,379,433.51	6.30
1902.....	293,438	1,543,869.35	5.26
1903.....	385,017	1,731,064.69	4.50
1904.....	395,344	1,708,446.25	4.32
1905.....	469,902	2,160,274.06	4.81
1906.....	621,246	2,480,661.27	3.99

FOREIGN COAL.

The balance of the 672,867 tons, viz, 51,581 tons were purchased by ships, chiefly abroad, costing \$348,370.77, at an average of \$6.75 per ton.

The following table indicates the quantity of coal purchased by ships since 1892 and the cost thereof:

Fiscal year ending June 30—	Quantity.	Total cost.	Average cost per ton.
	<i>Tons.</i>		
1892.....	35,017	\$298,948.55	\$8.53
1893.....	33,797	301,066.23	8.91
1894.....	52,146	462,192.38	8.86
1895.....	47,985	336,182.47	7.00
1896.....	61,741	422,325.98	6.85
1897.....	56,268	375,840.93	6.68
1898.....	74,111	601,885.53	8.12
1899.....	85,953	441,155.15	5.13
1900.....	86,476	738,125.63	8.53
1901.....	105,066	893,677.81	8.50
1902.....	88,602	676,341.74	7.63
1903.....	102,019	704,003.68	6.90
1904.....	103,232	811,463.57	7.86
1905.....	73,519	582,244.16	7.92
1906.....	51,581	348,370.77	6.75

It will be noted that while the total quantity of coal purchased during the fiscal year was about 21 per cent greater than the amount purchased during the preceding year, the average cost was \$4.20 per ton, against \$5.05 for the last fiscal year, a reduction of 85 cents per ton.

The average cost of coal purchased in the United States, including cost of its transportation, was 81 cents per ton less than during the preceding fiscal year, and the average price paid by ships was \$1.17 per ton less.

CONSUMPTION OF COAL.

Of the total quantity of coal used in ships of the Navy, viz, 436,654½ tons, 31,063¾ tons were consumed on board colliers, torpedo boats, tugs, etc., from which no reports are made of the specific object of expenditure.

Of the balance, 50.5 per cent was consumed for steaming purposes; 45.25 per cent for distilling, pumping, heating, ventilating, and lighting; 2 per cent for cooking purposes, and 2.25 per cent for steam launches.

TRANSPORTATION OF COAL.

During the year 323,101 tons of coal were shipped to the various navy-yards, naval coaling stations, and the Atlantic Fleet.

Of the quantity before stated as having been shipped in chartered vessels, 49,567 tons were shipped to Manila at a cost for transportation of \$261,562.75, an average of \$5.27 per ton, which, together with the average cost of the coal at tidewater, made the average price of the coal delivered at Cavite \$7.83 per ton. Of this quantity shipped to Manila 30,989 tons were shipped in American sailing vessels at a total cost of \$187,250.75, an average cost of \$6.04 per ton, while 18,578 tons were shipped in three British steamers at a cost of \$74,312, an average cost of \$4 per ton.

The figures given above do not include one cargo which, owing to the fact that the coal became heated en route, it became necessary to dispose of at Cape Town.

The following table indicates the cost of transportation of coal from the Atlantic coast to Manila since 1899:

Fiscal year.	Average cost of transportation.	Fiscal year.	Average cost of transportation.
1899	\$6.46	1903	\$4.77
1900	6.62	1904	5.06
1901	6.23	1905	5.73
1902	5.86	1906	5.27

ARRANGEMENTS FOR SUPPLYING COAL TO SHIPS IN FOREIGN PORTS.

The Bureau has effected agreements with American agents of coal dealers in 81 foreign ports to supply ships of the Navy with coal.

OIL FUEL.

The Department has directed that the U. S. S. *Wyoming* be prepared for using fuel oil, and plans for fitting oil tanks in the bunker spaces have been made by the Bureau of Construction and Repair. Experiments will be made with this vessel to determine the advisability of designing vessels for the use of fuel oil only.

A battle ship with double bottoms constructed for carrying fuel oil would be able to carry at all times a reserve supply of fuel without in any way interfering with the space required for other purposes or materially reducing her coal capacity. The necessary apparatus for changing from coal to oil fuel in the boilers, or for using oil in case of emergency to increase the efficiency of coal, could be carried.

Such a vessel held in readiness to sail at short notice could burn oil in port and leave with her coal bunkers full. The oil thus used could be replaced from day to day in a short time without necessitating the

cleaning up which always follows coaling. The necessity and expense of removing ashes would also be avoided if oil were always used in port.

As fuel oil can be obtained in a very limited number of places, as compared with coal, and as the general use of oil as fuel for steaming purposes would soon reduce the supply to such an extent that the price would become prohibitive, the Bureau is of the opinion that the designs for new vessels for the Navy should accord with the practices which now obtain with regard to the allotment of space for the stowage of coal.

But as the oil carried in the double bottoms of a battle ship would be equivalent to several hundred tons of coal, and increase her steaming radius proportionately without occupying space required for other purposes, the Bureau recommends that in all future battle ships the double bottoms be constructed with the view of carrying oil in them, and that all necessary pumps, pipes, and appliances for burning oil be placed on board.

NAVAL COAL DEPOTS.

The following is a brief statement of the status of the various coal depots and coaling plants under the jurisdiction of the Bureau, together with their capacities.

The changes and additions made during the year are noted in each case, also desirable improvements. When location and capacity are given without comment, it may be understood that no changes have been made or are considered essential at the present time.

Especial attention is invited to the necessity of providing adequate coaling facilities at the navy-yard, Norfolk, Va. This request has been made in previous reports, and the Bureau desires to emphasize its importance, since the prevailing conditions become more unsatisfactory as time goes on.

NAVAL COAL DEPOTS AND COALING PLANTS ON THE ATLANTIC AND GULF COASTS.

FRENCHMAN BAY, MAINE.—Capacity, 10,000 tons. Present water storage for ships' use, 270,000 gallons.

NAVAL STATION, PORTSMOUTH, N. H.—Capacity, 10,000 tons.

NAVAL STATION, BOSTON, MASS.—Capacity, 12,800 tons. This plant is incapacitated for present work, but the Bureau of Yards and Docks has been requested to submit an estimate for necessary repairs.

NARRAGANSETT BAY, R. I.—A breakwater for the protection of coal barges has been constructed and contract for trestle connecting it with the shore awarded. When completed, this will double the capacity of the output of this depot. Machinery for the machine shop has been purchased and is being installed. The construction of the sheds has been finished, and the first extension of this plant may now be considered completed. Present storage capacity, under cover, 40,000 tons.

NAVAL STATION, NEW LONDON, CONN.—Capacity, 11,300 tons. Water storage for ships' use, 100,000 gallons, in tanks.

NAVAL STATION, NEW YORK, N. Y.—Capacity, 9,000 tons.

NAVAL STATION, LEAGUE ISLAND, PA.—An open storage area, with capacity for 15,000 tons of coal, has been constructed. The hoisting tower has also been completed and its machinery is being installed.

NAVAL STATION, WASHINGTON, D. C.—Capacity, 3,000 tons.

NAVAL STATION, NORFOLK, VA.—The Bureau refers, as in previous reports, to the very inadequate coaling facilities at this station. The Bureau of Yards and Docks has been requested to estimate for sufficient appropriation for the construction of a modern plant for the storage and handling of coal, capacity about 20,000 tons. This plant should be so situated as to permit future extension to at least twice its size if necessary.

A temporary storage area, to accommodate 7,500 tons, has been completed during the year.

NAVAL STATION, PORT ROYAL, S. C.—There are no modern coaling facilities at this station.

NAVAL STATION, CHARLESTON, S. C.—There are no modern coaling facilities at this station.

NAVAL STATION, KEY WEST, FLA.—Capacity, 15,000 tons. Water storage for ships' use, 800,000 gallons, supplied by a distilling plant and by catching rain water.

DRY TORTUGAS, FLA.—This station is to be discontinued. The distilling plant has been taken down and prepared for shipment to Guantanamo, for erection at the coal depot at Hospital Cay.

NAVAL STATION, PENSACOLA, FLA.—There are no modern coaling facilities at this station, although they are much needed. A wharf with open storage area, capacity 11,000 tons, has been completed, and two Brown hoists will be removed from Dry Tortugas and erected for the use of the station.

NAVAL STATION, NEW ORLEANS, LA.—Contract has been awarded for the construction of a wharf and modern coal storage plant of 5,000 tons capacity at this station. The work is under the supervision of the Bureau of Yards and Docks.

NAVAL COAL DEPOTS ON THE PACIFIC COAST.

SITKA, ALASKA.—Capacity, 5,000 tons.

NAVAL STATION, PUGET SOUND, WASH.—Capacity, 22,900 tons.

NAVAL STATION, MARE ISLAND, CAL.—Capacity, 20,000 tons.

SAN FRANCISCO BAY, CAL.—A substantial wharf and trestle are under construction, and coal-handling machinery has been advertised. A contract has been awarded for enlarging the well, and for building a steel reservoir of 270,000 gallons capacity. Owing to lack of funds, no contract for the erection of coal sheds could be made. The above work should be completed within the year, and the capacity of the station will then be 15,000 tons.

KISKA HARBOR, ALEUTIAN ISLANDS.—Plans for the construction of a coaling station have been prepared, but as yet no funds are available for the prosecution of the work.

INSULAR NAVAL COAL DEPOTS.

NAVAL STATION, SAN JUAN, P. R.—There is no coaling plant at this station. Coal is stored on concreted areas, and the Bureau is thereby able to keep a large stock on hand at all times. Water storage for ship's use, 15,000 gallons; distilling capacity, 600 gallons per hour.

NAVAL STATION, GUANTANAMO, CUBA.—Contract has been awarded for the erection of a wharf, and an open storage area for 10,000 tons is being prepared; coal-handling machinery has been advertised and will be placed on the wharf as soon as the latter is completed. Coal at this place should be stored under cover, but no funds for building sheds are available. Water is at present obtained by contract from Caimanera, but the distilling plant from Dry Tortugas will shortly be erected at this station.

NAVAL STATION, CULEBRA, P. R.—A wharf, with 12 feet of water at the front end, for landing coal from barges, has been constructed and is in use; an open storage area, capacity 5,000 tons, has also been completed.

NAVAL STATION, HAWAII, HAWAII.—Capacity, 30,000 tons.

NAVAL STATION, TUTUILA, SAMOA.—Capacity, 5,000 tons.

NAVAL STATION, ISLAND OF GUAM.—A small wharf for the use of lighters has been built and contract awarded for a steam derrick to be placed thereon; a coal shed of 3,000 tons capacity has also been constructed.

NAVAL STATION, CAVITE, P. I.—Capacity, 30,000 tons. This coal-ing plant is located at Sangley Point, P. I.

OLONGAPO, P. I.—Contract for building a modern coaling plant of 10,000 tons capacity has been awarded. The plant will be enlarged as the necessary funds become available.

LIBRARIES.

The following table indicates the libraries issued to ships during the fiscal year:

Name of ship.	Number of vol-umes.	Name of ship.	Number of vol-umes.
Adams	700	Nebraska	1,600
Alert	500	New Jersey	1,600
Alliance	225	Olympia	1,000
Annapolis	300	Paducah	300
Atlanta	1,000	Pensacola	1,000
Castine	500	Prairie	600
Catfish	300	Rhode Island	1,600
Connecticut	1,700	Scorpion	1,300
Constellation	2,000	Supply	800
Dixie	1,500	Tennessee	1,700
Eagle	300	Vicksburg	300
Georgia	1,600	Virginia	1,600
Louisiana	1,700	Washington	1,700
Marietta	300	Wilmington	600
Minnesota	1,700	Yankton	200
Milwaukee	1,300		

The cost of books purchased during the year was about \$50,000.

FRESH WATER FOR STEAMING PURPOSES.

There was purchased and distilled during the year a total of 117,874,114 gallons of water, costing \$48,641.82, an average of 41.2 cents per 1,000 gallons.

Of this quantity, 111,455,360 gallons, costing \$30,517.50, an average of \$0.273 per 1,000 gallons, were purchased or distilled at navy-yards or stations. The balance, 6,418,754 gallons, costing \$18,124.32, an average of \$2.823 per 1,000 gallons, were purchased by ships.

PILOTAGE.

The sum of \$44,576.86 was expended during the year for pilotage for cruising ships.

The following table indicates the amount expended for pilotage each year since 1896:

Fiscal year ending June 30—		Fiscal year ending June 30—	
1896	\$21,615.82	1902	\$28,893.12
1897	26,688.58	1903	31,261.82
1898	30,786.43	1904	41,648.16
1899	31,610.21	1905	36,128.24
1900	26,491.08	1906	44,576.86
1901	23,511.04		

TOWAGE.

The sum of \$2,920.95 was expended during the year for towage of ships of war.

CANAL TOLLS.

The sum of \$15,151.25 was expended in canal tolls for ships of war during the year.

OFFICE OF INSPECTOR OF ELECTRICAL APPLIANCES.

Commander G. W. Denfeld (retired), U. S. Navy, has continued as inspector of electrical appliances during the year. The work of the office has progressed satisfactorily.

The sum of \$763,135.43 has been expended for alterations, additions, and repairs to vessels and for the manufacture of electrical supplies.

It is recommended that junior officers be detailed as assistant inspectors at private shipyards, and that gunners be detailed as assistants in connection with the installation of the electric plants.

The following table gives the installation of generating sets, searchlights, night signal sets, and number of electric fixtures in naval vessels:

Generating sets installed in ships of the Navy.

Ships.	No.	Kilo-watts.	Volts.	Amperes.		Type.	Builders.
				Unit.	Total		
Alabama	8	32	80	400	3,200	6-32-400	General Electric Co.
Albany	2	50	125	400	800	8-50-400	Do.
Alert	1	10	125	80	80	6-10-375	Westinghouse Co.
Alliance	2	5	80	625	125	6-5-700	General Electric Co.
Amphitrite	1	24	80	300	500	4-24-400	Do.
	1	16	80	200		2-16-320	Siemens Bros.
Annapolis	2	10	125	80	160	6-10-480	B. F. Sturtevant Co.
Arkansas	4	32	80	400	1,600	6-32-400	General Electric Co.
Atlanta	2	16	80	200	400	4-16-400	Do.
Baltimore	4	24	125	192	768	6-24-375	Bullock Electric Co. (Forbes engine).
Bancroft	2	4	80	50	100	4-4-400	Thomson-Houston.
Bennington	2	16	125	120	240		California Electric Works.
Birmingham	3	32	125	256	768	8-32-400	General Electric Co.
Boston	3	16	80	200	600	4-16-400	General Electric Co. dynamo; Union Iron Works engine.
Brooklyn	4	50	125	400	1,600		

Generating sets installed in ships of the Navy--Continued.

Ships.	No.	Kilo-watts.	Volts.	Amperes.		Type.	Builders.
				Unit.	Total.		
California	3	100	125	800	4,000	8-100-275	Union Iron Works.
Castine	4	50	125	400		6-50-350	Do.
Charleston	2	7	110	64	128	4-7-550	General Electric Co.
Chattanooga	2	100	125	800	2,800	10-100-350	Do.
Chesapeake	3	50	125	400		8-50-400	Do.
Chester	4	24	80	300	1,200	6-24-400	Do.
Chicago	2	4	80	50	100	4-4-600	Westinghouse Co.
Cincinnati	3	32	125	256	768	8-32-400	General Electric Co.
Cleveland	2	24	80	300	800	6-24-400	Do.
Colorado	1	16	80	200		6-16-450	Do.
Columbia	2	24	80	300	600	6-24-400	Do.
Concord	4	24	80	300	1,200	6-24-400	Do.
Connecticut	3	100	125	800	4,000	10-100-350	Do.
Cumberland	4	50	125	400		8-50-400	Do.
Culgoa	2	32	80	400	800	4-32-400	Do.
Denver	2	16	125	128	256	6-16-400	Crocker Wheeler Co. (Forbes engine).
Des Moines	8	100	125	800	6,400	8-100-350	Do.
Detroit	2	24	125	192	384	8-24-400	General Electric Co.
Dolphin	2	16	125	128	256	6-16-450	Do.
Don Juan de Austria	4	24	80	300	1,200	6-24-400	Do.
Dubuque	4	24	80	300	1,200	6-24-400	Do.
El Cano	2	24	80	300	600	6-24-400	Do.
Florida	2	10	125	80	160	6-10-400	Do.
Galveston	2	8	125	64	128	6-8-480	B. F. Sturtevant Co.
Georgia	2	24	125	192	384	8-24-400	General Electric Co.
General Alava	1	10	110	91	91	4-10-450	Do.
Hartford	2	16	80	200	400	6-16-450	Do.
Helena	2	16	125	128	256	4-16-400	B. F. Sturtevant Co.
Idaho	8	100	125	800	6,400	10-100-350	General Electric Co.
Illinois	8	32	80	400	3,200	6-32-400	Do.
Indiana	3	100	125	800	2,400	6-100-350	C. & C. Electric Co. generator; Forbes engine.
Intrepid	2	24	125	192	384	8-24-400	General Electric Co.
Iowa	1	24	80	300	1,200	6-24-400	Do.
Isla de Cuba	3	24	80	300		4-24-400	Do.
Isla de Luzon	2	5	80	62.5	125	4-5-500	General Electric Co., commercial, 110 volts reduced to 80.
Kansas	2	5	80	62.5	125	4-5-500	Do.
Katabdin	8	100	125	800	6,400	10-100-350	General Electric Co.
Kearsarge	2	4	80	50	100	4-4-500	Do.
Kentucky	7	50	80	625	4,375	6-50-310	Do.
Lancaster	7	50	80	625	4,375	6-50-310	Do.
Louisiana	1	10	80	125	125	2-10-1150	Edison Co.
Machias	8	100	125	800	6,400	10-100-350	General Electric Co.
Maine	2	8	125	64	128	6-8-550	Do.
Marblehead	4	50	80	625	4,100	6-50-310	Do.
Marietta	4	32	80	400		6-32-400	Do.
Maryland	2	16	80	200	400	4-16-400	Crocker-Wheeler Co. (Forbes engine.)
Massachusetts	2	8	125	64	128	6-8-475	B. F. Sturtevant Co.
Miantonomah	3	100	125	800	4,000	10-100-350	General Electric Co.
Milwaukee	4	50	125	400		8-50-400	Do.
Minneapolis	3	100	125	800	2,400	4-16-400	Thomson-Houston.
Minnesota	2	16	80	200	400		Union Iron Works.
Mississippi	3	100	125	800	2,800	6-50-350	Do.
Missouri	3	50	125	400		4-24-400	General Electric Co.
Mohican	8	24	80	300	900	10-100-350	Do.
Monadnock	8	100	125	800	6,400		Do.
Monongahela	8	100	125	800	6,400	10-100-350	Do.
Montana	4	50	80	625	4,100	6-50-310	Do.
Monterey	4	32	80	400		6-32-400	Do.
Montgomery	1	10	125	80	80	6-10-450	Do.
Nashville	2	16	80	200	400	6-16-450	Do.
Nebraska	1	7	125	56	56	4-7-550	Do.
Nevada	6	100	125	800	4,800	8-100-350	Do.
Newark	3	16	80	200	600	6-16-450	Do.
New Hampshire	3	50	125	400	1,200	8-50-400	Do.
	2	16	80	200	400	4-16-400	Do.
	2	100	125	800	4,000	10-100-350	Do.
	6	50	125	400		8-50-400	Do.
	4	32	80	400	1,600	6-32-400	Do.
	4	24	125	192	768	6-24-400	Do.
	8	100	125	800	6,400	8-100-350	Do.

Generating sets installed in ships of the Navy—Continued.

Ships.	No.	Kilo-watts.	Volts.	Amperes.		Type.	Builders.
				Unit.	Total.		
New Jersey.....	2	100	125	800	4,000	10-100-350	General Electric Co. (Sturtevant engine).
	6	50	125	400		8-50-400	Do.
New Orleans.....	2	50	125	400	1,200	8-50-400	B. F. Sturtevant Co.
Newport.....	2	4	80	50	100	4-4-600	Westinghouse Co.
New York.....	4	50	125	400	1,600	6-50-400	C. & C. Electric Co. (Forbes engines).
North Carolina.....	6	100	125	800	4,800	8-100-350	General Electric Co.
Ohio.....	4	50	80	625	4,100	6-50-350	Union Iron Works.
	4	32	80	400		4-32-400	Do.
Olympia.....	4	32	80	400	2,200	8-32-400	General Electric Co.
	2	24	80	300		8-24-400	Do.
Oregon.....	3	100	125	800	2,400		
Paducah.....	2	24	125	192	384	8-24-400	Do.
Pennsylvania.....	3	100	125	800	4,000	10-100-350	Do.
	4	50	125	400		8-50-400	Do.
Pensacola.....	1	16		80	200	4-16-400	Do.
Petrel.....	2	10	125	80	160	6-10-450	Arlington & Simms engine.
Philadelphia.....	1	24	80	300	300	4-24-400	General Electric Co.
Princeton.....	2	10	125	80	160	6-10-450	Thresher Electric Co.
Puritan.....	2	32	80	400	800	6-32-400	General Electric Co.
Raleigh.....	2	24	80	300	600	6-24-400	Do.
Ranger.....	1	5	110	45.5	45.5	4-5-600	Do.
	2	100	125	800	4,000	10-100-350	General Electric Co. (Sturtevant engine).
Rhode Island.....	6	50	125	400		8-50-400	Do.
Reina Mercedes.....	2	16	80	200	400	4-16-400	General Electric Co.
Salem.....	3	32	125	256	768	4-32-400	Do.
St. Louis.....	2	100	125	800	2,800	10-100-350	B. F. Sturtevant Co.
	3	50	125	400		8-50-400	Do.
San Francisco.....	4	24	80	300	1,200	6-24-400	General Electric Co.
South Dakota.....	3	100	125	800	4,000	8-100-275	Union Iron Works.
	4	50	125	400		6-50-350	Do.
Tacoma.....	4	24	80	300	1,200	4-24-400	Do.
Tennessee.....	6	100	125	800	4,800	10-100-350	General Electric Co.
Terror.....	1	24	80	300	600	4-24-400	Do.
	1	24	80	300		4-24-400	Siemens Bros.
Texas.....	4	24	80	300	1,200	4-24-400	General Electric Co. (Sturtevant engine).
Topeka.....	2	5	80	62.5	125	4-5-500	General Electric Co.; 110 volts commercial reduced to 80.
Vermont.....	8	100	125	800	6,400	10-100-350	General Electric Co.
Vesuvius.....	1	10	125	80	80	6-10-450	Do.
Vicksburg.....	2	10	125	80	160	6-10-480	B. F. Sturtevant Co.
	2	100	125	800	4,000	8-100-350	Thresher Electric Co. (Forbes engine.)
Virginia.....	6	50	125	400		6-50-400	Do.
Washington.....	6	100	125	800	4,800	10-100-350	General Electric Co.
West Virginia.....	3	100	125	800	4,000	10-100-350	Do.
	4	50	125	400		8-50-400	Do.
Wheeling.....	2	4	80	50	100	4-4-500	Union Iron Works.
Wilmington.....	2	16	125	128	256	6-16-450	General Electric Co.
Wisconsin.....	4	32	80	400	3,200	6-32-400	Do.
	4	32	80	400		4-32-400	Union Iron Works.
Wyoming.....	4	32	80	400	1,600	4-32-400	Do.
Yorktown.....	2	16	125	128	256	6-16-450	General Electric Co.

TORPEDO-BOAT DESTROYERS.

Bainbridge.....	1	5	125	40	40	8-5-675	B. F. Sturtevant Co.
Barry.....	1	5	125	40	40	8-5-675	Do.
Chauncey.....	1	5	125	40	40	8-5-675	Do.
Dale.....	1	5	80	62.5	62.5	6-5-700	General Electric Co.
Decatur.....	1	5	80	62.5	62.5	6-5-700	Do.
Hopkins.....	1	5	80	62.5	62.5	6-5-700	Do.
Hull.....	1	5	80	62.5	62.5	6-5-700	Do.
Lawrence.....	1	5	80	62.5	62.5	6-5-700	Do.
Macdonough.....	1	5	80	62.5	62.5	6-5-700	(Fore River engine.)
Paul Jones.....	1	5	80	62.5	62.5	4-5-700	Do.
Perry.....	1	5	80	62.5	62.5	4-5-700	Union Iron Works.
Preble.....	1	5	80	62.5	62.5	4-5-700	Do.
Stewart.....	1	5	80	62.5	62.5	4-5-700	Do.
Truxtun.....	1	5	125	40	40	8-5-675	General Electric Co.
Whipple.....	1	5	125	40	40	8-5-675	B. F. Sturtevant Co.
Worden.....	1	5	125	40	40	8-5-675	Do.

All of the above destroyers are supplied with one 18-inch projector.

Generating sets installed in ships of the Navy—Continued.

TORPEDO BOATS.

Ships.	No.	Kilo-watts.	Volts.	Amperes.		Type.	Builders.
				Unit.	Total.		
Bailey	1	5	80	64	64	8-5-725	B. F. Sturtevant Co.
Bagley ^a	1	2.5	80	32	32	6-2.5-800	General Electric Co.
Barney ^a	1	2.5	80	32	32	6-2.5-800	Do.
Biddle ^a	1	2.5	80	32	32	6-2.5-800	Do.
Blakely ^a	1	2.5	80	32	32	6-2.5-800	Do.
Cushing	1	2	80	25	25	4-2-700	Do.
Dahlgren	1	1.5	80	19	19	4-1.5-1100	B. F. Sturtevant Co.
Davis	1	2.5	80	32	32	6-2.5-800	General Electric Co.
De Long ^a	1	2.5	80	32	32	6-2.5-800	Do.
Dupont	1	2	80	25	25	4-2-800	Riker Electric Co.
Ericsson ^a	1	2	80	25	25	4-2-650	General Electric Co.
Farragut	1	5	80	62.5	62.5	4-5-750	Union Iron Works.
Foote	1	2	80	25	25	4-2-800	General Electric Co.
Fox	1	2.5	80	32	32	6-2.5-800	Do.
Goldsbrough ^b	1	3.6	80	45	45	4-3.6-800	Do.
Morris	1	2	80	25	25	4-2-800	Riker Electric Co.
Nicholson ^a	1	2.5	80	32	32	6-2.5-800	General Electric Co.
O'Brien	1	2.5	80	32	32	6-2.5-800	Do.
Porter ^a	1	2	80	25	25	4-2-800	Riker Electric Co.
Rodgers ^a	1	2	80	25	25	4-2-650	General Electric Co.
Rowan	1	2	80	25	25	6-2-800	B. F. Sturtevant Co.
Shubrick	1	2.5	80	32	32	6-2.5-800	General Electric Co.
Stockton ^a	1	2.5	80	32	32	6-2.5-800	Do.
Stringham ^b	1	5	80	62.5	62.5	4-5-700	Do.
T. A. M. Craven	1	1.5	80	19	19	4-1.5-1100	B. F. Sturtevant Co.
Thornton	1	2.5	80	32	32	6-2.5-800	General Electric Co.
Tingey ^a	1	2.5	80	32	32	4-2.5-800	B. F. Sturtevant Co.
Wilkes ^a	1	2.5	80	32	32	6-2.5-800	General Electric Co.
Winslow	1	2	80	25	25	4-2-650	Do.

AUXILIARY NAVAL SHIPS.

CONVERTED MERCHANT VESSELS.

Buffalo	2	30	125	240	480	2-30-1200	Edison-General Electric Co. (Fleming engines).
Dixie	2	32	125	256	512	8-32-400	General Electric Co.
Glacier	2	16	125	128	256	6-16-450	Do.
Hancock	1	25	125	200	584	4-25-400	Union Iron Works.
Lawton	2	24	125	192		6-24-400	General Electric Co.
Lawton	2	15	110	120	240	4-15-500	Union Iron Works.
Panther	2	30	110	273	546	6-30-305	Do.
Prairie	3	16	110	136	408	4-15-400	General Electric Co.
Rainbow	2	30	125	240	480	6-30-305	Do.
Supply	1	24	80	300	700	6-24-400	Do.
Supply	2	16	80	200		4-16-400	Do.
Yankee	3	30	125	240	720	6-30-305	Do.

SPECIAL CLASS.

Arethusa	1	10	80	91	91	4-10-450	General Electric Co. (Arlington & Simms engine).
Celtic	1	4	80	50	50	4-4-500	General Electric Co.
Peoria	1	8	110	72	72	4-8-650	Do.
Solace	1	20	110	181	301	4-20-550	Do.
Relief	1	15	110	120		4-15-500	Union Iron Works.
Relief	2	15	110	137	274	4-15-400	General Electric Co.

CONVERTED YACHTS.

Aileen	1	4	80	50	50	.....	General Electric Co.
Dorothea	1	13	110	115	115	.....	Do.
Eagle	1	7	125	56	56	4-7-550	Do.
Elfrida	1	6	110	55	55	.....	Do.
Frolic	1	4	80	50	50	4-4-500	General Electric Co. (Arlington engine).

^a One 13-inch projector.^b One 18-inch projector.

Generating sets installed in ships of the Navy—Continued.

AUXILIARY NAVAL SHIPS—Continued.

CONVERTED YACHTS—Continued.

Ships.	No.	Kilo-watts.	Volts.	Amperes.		Type.	Builders.
				Unit.	Total.		
Gloucester.....	{ 1	4	110	36	308		{ Interior Conduit and Insulation Co.
	2	15	110	136			{ Fisher Electric Co.
Hawk.....	1	5	80	62.5	62.5		Electro-Dynamic Co.
Hist.....	1	8.5	115	74	74	2-8.5-575	(Sturtevant engine).
Hornet.....	1	7.5	125	50	50	2-7.5-750	Edison Electric Co.
Huntress.....	1	3	100	30	30		Riker Electric Co.
Mayflower.....	2	24	80	300	600		Chaud Hamilton.
Oneida.....	1	5	100	50	50		Riker Electric Co.
Restless.....	1	3	100	30	30		Do.
Scorpion.....	{ 1	5.75	115	50	175	{ 4-5.75-380	{ Interior Conduit and Insulation Co.
	1	14.37	115	125		{ 4-14.37-325	{
Shearwater.....	1		80				Thomson-Houston Co.
Silvia.....	1	3	85	40	40		Interior Conduit Co.
Siren.....	1	2	50	50	50		J. H. Holmes Co.
Stranger.....	1	6	110	55	55		Edison Machine Co.
Sylph.....	1	10	125	80	80	6-10-450	General Electric Co.
Vixen.....	1	5.75	110	52	52	6-5.75-400	Westinghouse Co.
Wasp.....	1	8	125	64	64	6-8-550	General Electric Co.
Yankton.....	1	10	80	91	91	4-10-450	Do.

Tugs.

Active.....	1	4	125	32	32	4-4-600	General Electric Co.
Alida.....	1	20	125	160	160	6-20-360	Do.
Apache.....	1	2	80	25	50		Do.
Choctaw.....	1	7	110	64	64		B. F. Sturtevant Co.
Fortune.....	1	4	80	30	50	4-4-600	Westinghouse Co.
Iroquois.....	1	1.6	80	20	20	4-1.6-500	(Forbes engine).
Leyden.....	1	2	80	25	25	4-2-700	Thomson-Houston Co.
Molok.....	1	2	80	25	25	4-2-670	General Electric Co.
Narkeeta.....	1	2.5	110	23	23		Do.
Nina.....	1	5	125	40	40	6-5-650	B. F. Sturtevant Co.
Osecola.....	1	2	80	25	25		General Electric Co.
Pentucket.....	1	4	80	50	50	4-4-485	Fisher Electric Co.
Pontiac.....	1	4	110	38	38	6-4-420	Engelberg Electric and Machine Co.
Potomac.....	1	7	110	64	64	4-7-550	General Electric Co.
Piscataqua.....	1	7	110	64	64	4-7-550	Do.
Powhatan.....	1	2.5	110	23	23		
Sotoyomo.....	1	4	80	50	50	4-4-600	Westinghouse Co.
Standish.....	1	5	125	40	40	6-5-650	(Forbes engine).
Tecumseh.....	1	2	80	25	25		B. F. Sturtevant Co.
Unadilla.....	1	4	80	50	50		General Electric Co.
Uncas.....	1	2	80	25	25	4-4-600	Westinghouse Co.
Vigilant.....	1	4	80	50	50	4-4-600	(Forbes engine).
Wompatuck.....	1	4	115	35	35		General Electric Co. (belted).

COLLIERS.

Abarenda.....	1	10	110	90	90		General Electric Co.
Ajax.....	{ 1	8	125	64	151.5		{ Crocker-Wheeler Co.
	1	7	80	87.5			{ Woodside Electric Co.
Iris.....	2	8	80	100	200	4-8-400	General Electric Co.
Justin.....	1	10	110	90	90		Do.
Lebanon.....	2	5	80	62.5	125	4-5-550	General Electric Co.
Nero.....	1	12.5	110	100	100		110 volts commercial reduced to 80.
Prometheus.....	2	32	125	257	514		{ Eddy Electric Co.
Vestal.....	2	32	125	257	514		{ (Sturtevant engine).

Projectors (searchlights) installed in ships of the Navy.

Ship.	No.	Size.	Control.	Type.	Maker.
		<i>Inches.</i>			
Alabama	4	30	Hand.	Parabolic.	General Electric Co.
Albany	3	2, 30 1, 18	do	do	Schuckert & Co.
Amphitrite	1	24	do	Mangin.	Thomson-Houston Co.
Annapolis	1	18	do	Parabolic.	General Electric Co.
Arkansas	2	24	do	do	Do.
Atlanta	2	30	do	do	Do.
Baltimore	3	24	do	Mangin.	Thomson-Houston Co.
Bancroft	1	18	do	do	Schuyler Electric Co.
Bennington	2	24	do	do	Sautter-Lemonier Co.
Birmingham	2	60	do	Parabolic.	General Electric Co.
Boston	2	24	do	Mangin.	Sautter-Lemonier Co.
Brooklyn	4	30	do	2 Mangin; 2 parabolic.	General Electric Co.
California	6	30	do	Parabolic.	Do.
Castine	1	18	do	do	Do.
Charleston	6	30	do	do	Do.
Chattanooga	2	30	do	do	Do.
Chesapeake	1	18	do	do	Do.
Chester	2	60	do	do	Do.
Chicago	3	24	do	do	Do.
Cincinnati	2	24	do	Mangin.	Do.
Cleveland	2	30	do	Parabolic.	Do.
Colorado	6	30	do	do	Do.
Columbia	2	30	do	Mangin.	Do.
Concord	2	24	do	do	Sautter-Lemonier Co.
Connecticut	6	30	do	Parabolic.	General Electric Co.
Cumberland	1	18	do	do	Do.
Denver	2	30	do	do	Do.
Des Moines	2	30	do	do	Do.
Detroit	2	24	do	do	Do.
Delphin	1	24	do	Mangin.	Edison General Electric Co.
Don Juan de Austria	2	18	do	Parabolic.	General Electric Co.
Dubuque	1	18	do	do	Do.
Elcano	1	18	do	do	Do.
Florida	2	24	do	do	Do.
Galveston	2	30	do	Mangin.	Do.
Georgia	6	30	do	Parabolic.	Do.
Hartford	2	24	do	Mangin.	Sautter-Lemonier Co.
Helena	1	18	do	Parabolic.	General Electric Co.
Idaho	5	30	do	do	Do.
Illinois	4	30	do	do	Do.
Indiana	4	2, 24 2, 30	do	do	Do.
Intrepid	1	18	do	Mangin.	Schuckert & Co.
Iowa	4	30	do	Parabolic.	General Electric Co.
Isla de Cuba	1	18	do	do	Do.
Isla de Luzon	1	18	do	do	Do.
Kansas	6	30	do	do	Do.
Katahdin	1	18	do	do	Do.
Kearsarge	4	30	do	do	Do.
Kentucky	4	30	do	do	Do.
Lancaster	2	24	do	Mangin.	Sautter-Lemonier Co.
Louisiana	6	30	do	Parabolic.	General Electric Co.
Machias	1	18	do	Mangin.	Schuyler Electric Co.
Maine	4	30	do	Parabolic.	General Electric Co.
Marblehead	2	24	do	Mangin.	Sautter-Lemonier Co.
Marietta	1	18	do	Parabolic.	General Electric Co.
Maryland	6	30	do	do	Do.
Massachusetts	4	24	do	2 parabolic. 2 mangin.	Do.
Miantonomoh	2	24	do	Mangin.	Thomson-Houston Co.
Milwaukee	6	30	do	Parabolic.	General Electric Co.
Minneapolis	2	1, 24 1, 30	do	do	Do.
Minnesota	6	30	do	do	Do.
Mississippi	5	30	do	do	Do.
Missouri	4	30	do	do	Do.
Monadnock	2	30	do	do	Do.
Montana	6	4, 30 2, 60	do	do	Do.
Monterey	4	2, 24 2, 30	do	Mangin.	Schuckert & Co.
Montgomery	2	24	do	Parabolic.	General Electric Co.
Nashville	1	24	do	do	Do.
Nebraska	6	30	do	do	Do.
Nevada	2	24	do	do	Do.
Newark	4	2, 30 2, 24	do	do	Schuckert & Co.
New Hampshire	6	4, 30 2, 60	do	do	General Electric Co.
New Jersey	6	30	do	do	Do.

Projectors (searchlights) installed in ships of the Navy—Continued.

Ship.	No.	Size.	Control.	Type.	Maker.
		<i>Inches.</i>			
New Orleans	4	24	Hand	Mangin	Sautter-Harle Co.
Newport	1	18	do	Parabolic	General Electric Co.
New York	4	30	do	do	2 General Electric Co. 2 Schuyler Electric Co.
North Carolina	6	4, 30 2, 60	do	do	General Electric Co.
Ohio	4	30	do	do	Do.
Olympia	4	30	do	Mangin	Sautter-Harle Co.
Oregon	4	30	do	Parabolic	Schuckert & Co.
Paducah	1	18	do	do	General Electric Co.
Pennsylvania	6	30	do	do	Do.
Pensacola	1	24	do	do	Thomson-Houston Co.
Petrel	1	18	do	Mangin	Do.
Philadelphia	4	24	do	do	Do.
Princeton	1	18	do	Parabolic	General Electric Co.
Puritan	2	30	do	1 Mangin	Do.
Raleigh	2	24	do	1 Parabolic	Do.
Rhode Island	6	30	do	Parabolic	Do.
Reina Mercedes	2	24	do	do	Do.
Salem	2	60	do	Parabolic	Do.
St. Louis	6	30	do	do	Do.
San Francisco	4	2, 24 2, 30	do	Parabolic	General Electric Co.
South Dakota	6	30	do	do	Do.
Tacoma	2	30	do	do	Do.
Tennessee	6	30	do	do	Do.
Terror	2	1, 30 1, 24	do	do	Do.
Texas	4	2, 30 2, 24	do	Mangin	1 Sautter-Harle Co.—24 incl. 3 General Electric Co.
Topeka	1	18	do	Parabolic	General Electric Co.
Vermont	6	30	do	do	Do.
Vesuvius	1	18	do	Mangin	Sautter-Lemonier Co.
Vicksburg	1	18	do	Parabolic	General Electric Co.
Virginia	6	30	do	do	Do.
Washington	6	30	do	do	Do.
West Virginia	6	30	do	do	Do.
Wheeling	1	18	do	do	Do.
Wilmington	1	24	do	do	Do.
Wisconsin	4	30	do	do	Do.
Wyoming	2	24	do	do	Do.
Yorktown	2	24	do	Mangin	Sautter-Lemonier Co.

AUXILIARY NAVAL SHIPS.

CONVERTED MERCHANT VESSELS.

Buffalo	1	30	Hand	Parabolic	General Electric Co.
Culgoa	1	18	do	do	Schuckert & Co.
Dixie	1	24	do	Mangin	Sautter-Harle Co.
Glacier	1	18	do	Parabolic	General Electric Co.
Hancock	1	30	do	Mangin	Do.
Lawton	1	18	do	do	Do.
Panther	1	18	Hand	Parabolic	Do.
Prairie	1	30	do	do	Do.
Rainbow	1	24	Hand	do	Do.
Supply	1	30	do	do	Do.
Yankee	1	30	do	do	Do.

SPECIAL CLASS.

Arethusa	1	13	Hand	Parabolic	General Electric Co.
Peoria	1	18	do	do	Do.
Relief	1	18	do	do	Do.
Solace	1	12	do	do	Do.

CONVERTED YACHTS.

Frolic	1	12	Hand	Mangin	Sautter-Lemonier Co.
Eagle	1	18	do	do	Do.
Gloucester	1	24	do	Mangin	General Electric Co.
Hist	1	12	do	do	Do.
Mayflower	3	2, 20 1, 18	do	Mangin	Chance Bros. & Co.

Projectors (searchlights) installed in ships of the Navy—Continued.

AUXILIARY NAVAL SHIPS—Continued.

CONVERTED YACHTS—Continued.

Ship.	No.	Size.	Control.	Type.	Maker.
		<i>Inches.</i>			
Scorpion.....	1	18	Hand.....	Parabolic.....	General Electric Co.
Sylph.....	1	13	.....do.....	.....do.....	Do.
Vixen.....	1	12	.....do.....	Mangin.....	Do.
Wasp.....	1	12	.....do.....	Parabolic.....	Do.
Yankton.....	1	18	.....do.....	.....do.....	Do.

TUGS.

Active.....	1	18	Hand.....	Parabolic.....	General Electric Co.
Alida.....	1	12	.....do.....	.....do.....	Do.
Choctaw.....	1	13	.....do.....	.....do.....	Do.
Fortune.....	1	18	.....do.....	.....do.....	Rushmore Dynamo Works.
Nina.....	1	13	.....do.....	.....do.....	General Electric Co.
Pentucket.....	1	12	.....do.....	.....do.....	Thomson - Houston (in- clined lamp).
Piscataqua.....	1	12	.....do.....	Mangin.....	General Electric Co.
Potomac.....	1	12	.....do.....	.....do.....	Do.
Sotoyomo.....	1	12	.....do.....	Parabolic.....	French make (inclined lamp).
Standish.....	1	13	.....do.....	Mangin.....	General Electric Co.
Unadilla.....	1	12	.....do.....	Parabolic.....	Thomson - Houston (in- clined lamp).
Vigilant.....	1	18	.....do.....	.....do.....	Chas. J. Bogue.
Wompatuck.....	1	12	.....do.....	Mangin.....	General Electric Co.

COLLIERS.

Lebanon.....	1	30	Hand.....	Parabolic.....	General Electric Co.
--------------	---	----	-----------	----------------	----------------------

Night-signal sets and fixtures installed in ships of the Navy.

Ship.	Night-signal sets.			Total number of fix- tures in- stalled on each ship.
	Num- ber.	Kind.	Location.	
Alabama.....	2	Ardois.....	Forward and after bridge.....	1,059
Albany.....	1	.....do.....	Bridge.....	317
Amphitrite.....	1	.....do.....	Forward bridge.....	287
Annapolis.....	1	.....do.....	.....do.....	a 263
Arkansas.....	1	.....do.....	.....do.....	a 260
Atlanta.....	1	.....do.....	Bridge.....	399
Baltimore.....	2	Telephotos.....	Forward and after bridge.....	843
Bancroft.....	1	Ardois.....	Bridge.....	215
Bennington.....	1	.....do.....	Top of pilot house.....	176
Birmingham.....	1	Typewriter.....	Forward bridge.....	a 600
Boston.....	1	Ardois.....	Bridge.....	453
Brooklyn.....	8	1 Ardois..... 1 Mustin..... 1 telephotos.....	Forward bridge..... After bridge..... .....do.....	101
California.....	2	Typewriter.....	Forward and after bridge.....	
Castine.....	1	Ardois.....	Foremast.....	
Charleston.....	2	.....do.....	Forward and after bridge.....	a 1,000
Chattanooga.....	1	.....do.....	Bridge.....	589
Chesapeake.....	1	Telephotos.....	.....do.....	163
Chester.....	1	Typewriter.....	Forward bridge.....	a 600
Chicago.....	2	1 telephotos..... 1 Ardois.....	Forward and after bridge.....	754
Cincinnati.....	1	Telephotos.....		
Cleveland.....	1	.....do.....	Bridge.....	264
Colorado.....	2	Ardois.....	Forward and after bridge.....	1,305
Columbia.....	1	.....do.....	Starboard side foremast.....	520
Concord.....	1	.....do.....	Bridge.....	234
Connecticut.....	2	.....do.....	Forward and after bridge.....	a 1,100

a Approximately.

Night-signal sets and fixtures installed in ships of the Navy—Continued.

Ship.	Night-signal sets.			Total number of fixtures installed on each ship.
	Number.	Kind.	Location.	
Cumberland	1	Ardois	Bridge	382
Denver	1	do	do	382
Des Moines	1	do	do	356
Detroit	1	do	do	461
Dolphin	1	Telephotos	do	141
Don Juan de Austria	1	Ardois	do	98
Dubuque	1	Telephotos	do	154
Elcano	1	Ardois	do	89
Florida	1	do	Bridge	241
Galveston	1	do	do	507
Georgia	2	Telephotos	Forward and after bridge	1, 140
Hartford	1	Ardois	Pilot house	171
Helena	1	do	Upper bridge	167
Idaho	1	do	Bridge	a 1, 050
Illinois	2	1 Ardois 1 Telephotos	Forward and after bridge	891
Indiana	1	Telephotos	Port side of bridge deck forward	569
Intrepid	1	Ardois	Bridge	135
Iowa	1	do	Foremast	783
Isla de Cuba	1	do	do	a 163
Isla de Luzon	1	do	Forward bridge	a 160
Kansas	2	do	Forward and after bridge	a 1, 100
Katahdin	1	Ardois	Bridge	166
Kearsarge	2	1 Ardois 1 Telephotos	Forward and after bridge	a 869
Kentucky	2	1 Ardois 1 Telephotos	do	743
Lancaster	1	Ardois	Bridge	a 125
Louisiana	2	Typewriter	Forward and after bridge	a 1, 100
Machias	1	Ardois	Bridge	218
Maine	3	2 Ardois 1 Telephotos	Forward and after bridge	a 875
Marblehead	1	Ardois	Bridge	318
Marietta	1	Telephotos	do	160
Maryland	2	Typewriter	Forward and after bridge	a 1, 201
Massachusetts	1	Ardois	Bridge	711
Meantonomoh	1	do	Platform forward of foremast	217
Milwaukee	2	Typewriter	Forward and after bridge	a 1, 000
Minneapolis	2	Ardois	do	550
Minnesota	2	Typewriter	do	1, 104
Mississippi	1	Ardois	Bridge	a 1, 050
Missouri	2	1 Ardois 1 Mustin	Forward and after bridge	a 870
Monadnock	1	Telephotos	Bridge	398
Monongahela	1	Ardois	do	91
Montana	2	Typewriter	Forward and after bridge	a 1, 325
Monterey	1	Ardois	Bridge	a 225
Montgomery	1	do	do	a 422
Nashville	1	Ardois	Bridge	294
Nebraska	2	Telephotos	Forward and after bridge	a 1, 000
Nevada	1	Ardois	Bridge	a 260
Newark	1	do	Top of pilot house	294
New Hampshire	2	Typewriter	Forward and after bridge	a 1, 150
New Jersey	2	Telephotos	do	1, 061
New Orleans	1	do	do	do
Newport	1	Ardois	Bridge	a 263
New York	1	do	After-bridge	588
North Carolina	2	Typewriter	Forward and after bridge	a 1, 325
Ohio	2	1 Ardois 1 Telephotos	do	a 875
Olympia	2	Telephotos	Bridge	a 500
Oregon	1	do	Top of pilot house	530
Paducah	1	do	Bridge	154
Pennsylvania	2	Ardois	Forward bridge and signal tower	a 1, 282
Pensacola	1	Telephotos	Awning deck	do
Petrel	1	Ardois	Port side chart house	92
Philadelphia	1	Telephotos	After-bridge	526
Princeton	1	Ardois	Foremast	236
Puritan	1	do	Bridge	a 350
Raleigh	1	Telephotos	Forward bridge	a 469
Reina Mercedes	1	do	Foremast on housing	485
Rhode Island	2	Ardois	Forward and after bridge	1, 049
St. Louis	2	do	do	a 1, 000
Salem	1	Typewriter	Forward bridge	a 600
San Francisco	1	Ardois	Bridge	602
South Dakota	2	Typewriter	Forward and after bridge	a 1, 250

a Approximately.

Night-signal sets and fixtures installed in ships of the Navy—Continued.

Ship.	Night-signal sets.			Total number of fixtures installed on each ship.
	Number.	Kind.	Location.	
Tacoma	1	Ardois	Bridge	349
Tennessee	2	do	Forward and after bridge	1,325
Terror	1	do	do	338
Texas	2	1 Ardois	do	599
		1 Telephotos	do	
Topeka	1	Telephotos	Bridge	216
Vermont	2	Ardois	Forward and after bridge	a 1,100
Vesuvius	1	do	Bridge	129
Vicksburg	1	do	do	a 263
Virginia	2	Telephotos	Forward and after bridge	1,030
Washington	2	do	do	a 1,325
West Virginia	2	do	do	a 1,261
Wheeling	1	do	Searchlight platform	110
Wilmington	1	Ardois	Mast	221
Wisconsin	2	Telephotos	Forward and after bridge	803
Wyoming	1	do	Bridge	307
Yorktown	1	do	do	a 262

TORPEDO-BOAT DESTROYER.

Bainbridge	1	Bridge
------------------	---	-------	--------------	-------

CONVERTED MERCHANT SHIPS.

Buffalo	1	Telephotos	Bridge	537
Dixie	1	Ardois	Foremast	a 599
Glacier	1	do	Bridge	318
Hancock	1	do	do	a 790
Lawton	1	do	Forward deck house	216
Panther	1	Telephotos .....	.....	224
Prairie	1	do	Bridge .....	.....
Rainbow	2	Ardois	do	515
Yankee	1	do	Starboard side of spar deck, forward	235

SPECIAL CLASS.

Celtic	1	Telephotos	Bridge	181
Solace	1	Ardois	Forward bridge	361
Relief .....	.....	.....	.....	214

CONVERTED YACHTS.

Frolic	1	Ardois	Upper deck	76
Gloucester	1	do	do	a 150
Mayflower	2	.....	.....	379
Scorpion	1	Telephotos	Bridge	192
Vixen	1	do	Upper deck, forward	63
Wasp .....	.....	.....	.....	94
Yankton	1	Telephotos	Bridge	a 145

COLLIERS.

Lebanon	1	Ardois	Top of pilot house
---------------	---	--------------	--------------------------	-------

a Approximately.

WIRELESS TELEGRAPHY.

The progress made in wireless telegraphy during the past year has been very great, and the results achieved highly satisfactory.

It is the policy of the Bureau to purchase different types of wireless apparatus from the various manufacturers in this country for installation in ships and shore stations, in order to encourage competition. It is believed that this method of procedure, together with the stimulus afforded by prospective commercial profits, has produced a development of the art in this country equal if not superior to that attained abroad.

It appears, however, that the commercial possibilities of wireless telegraphy are not as great as originally anticipated, since the revenue derived therefrom is small and apparently not commensurate with the cost of installation and maintenance of coastwise long-distance stations.

But the value of wireless telegraphy for the purpose of national defense is inestimable. It is therefore essential that absolutely reliable communication at the longest possible distances be maintained between naval ships at sea, between ships and shore stations, and between the shore stations themselves along our coasts and outlying possessions.

With this end in view a complete chain of stations has been established along the Atlantic and Gulf coasts, in the West Indies, and on the Isthmus of Panama, and a chain is being completed on the Pacific coast from Tatoosh Island to Cape Flattery. Stations have also been established in the Hawaiian Islands and at Guam, and preparations are under way to establish a complete chain of intercommunicable stations in the Philippine Islands.

These coastwise stations are always ready to receive and transmit to their destination messages from ships at sea. The Department performs this service free of charge and has made arrangements with the telephone and telegraph companies in this country to forward such messages without prepayment.

The Department's stations on the Pacific coast, acting in conjunction with naval vessels, were of especial value during the San Francisco disaster in April, 1906, furnishing for a considerable time the only reliable means of quick communication with the outside world.

The following table shows a comparative statement of the vessels and shore stations in this country and abroad equipped or about to be equipped with wireless telegraph apparatus. From this it will be seen that, excluding the installations on foreign naval vessels (and it may be assumed that all ships of importance are so equipped), the United States has in operation more than half of all the wireless installations in the world.

	United States.	Foreign.
Shore stations (naval)	39	} 157
Shore stations (commercial and army)	57	
Vessels (naval)	57	} 81
Vessels (merchant)	56	

The Government is vitally interested in extending wireless communication to the greatest possible distance at sea and from all points along the coast line of the United States, and invites attention to the great importance of such communication in time of war.

The International Conference on Wireless Telegraphy, which has

been several times postponed, is scheduled to meet at Berlin on October 1, 1906. Rear-Admiral H. N. Manney, U. S. Navy (retired), will represent the Navy on that occasion, with Capt. F. M. Barber, U. S. Navy (retired), as technical secretary.

The following is a brief statement of the status of the wireless telegraph work performed by the Bureau during the past year:

The stations mentioned in the last annual report as under construction have been completed and are in successful operation, and the following additional stations have been erected: Point Arguello, Cal.; Point Loma, Cal.; navy-yard, Puget Sound; Honolulu, Hawaii; Island of Guam.

Extensive changes in apparatus have been made at Cape Elizabeth, Cape Cod, Montauk Point, and the Highlands of Navesink, and new apparatus installed at the Portsmouth and Boston stations. Owing to the increased range of other stations in that vicinity the station at Cape Ann has been abandoned and the buildings turned over to the Light-House Board.

Sites have been selected for a number of stations in the Philippine Islands and for an additional station in the Canal Zone, near Panama.

The noon-time signal service is being extended to all Atlantic and Pacific coast stations, and connections are being made with local telegraph and telephone lines, especially those of the Life-Saving Service and the Weather Bureau.

The following vessels, not previously fitted, have been equipped with wireless telegraph sets during the year:

<i>Brutus.</i>	<i>Dubuque.</i>	<i>Marietta.</i>
<i>Cæsar.</i>	<i>Lawton.</i>	<i>Paducah.</i>
<i>Charleston.</i>	<i>Lebanon.</i>	<i>Supply.</i>
<i>Don Juan de Austria.</i>		

Comparative tests of receiving apparatus, furnished by different companies, were made during the *Brooklyn's* voyage to and from Cherbourg in July, 1905.

Tests were also made at various times in the North Atlantic fleet to determine the ability to receive messages through interference and to ascertain the greatest interval it is practicable to maintain between vessels in reliable communicating distance from each other. This interval is found to be greater than last year.

Tests made on Christmas showed the ability of the Washington station, at night, to relay messages to and receive them from any wireless telegraph station on the Atlantic coast or in the West Indies, and steps are being taken to put these stations in condition to make this communication at any time, day or night.

All vessels of the Dry Dock Expedition, including the dock, were fitted with complete wireless telegraph sets, with provision for receiving by sound as well as on the Morse tape. This equipment was found very useful as a means of communication between the vessels of the expedition and the dock, as well as for communication with stations at a greater distance.

Experiments relative to the usefulness of wireless telegraphy on submarines are in progress but have not been concluded. It is doubtful, however, if the use of wireless on submarines will be of value.

Steps have been taken toward making the stations at the Washington and New York navy-yards directly intercommunicating, day and night, for use as testing and experimental stations.

The recommendations of the Interdepartmental Board on Wireless Telegraphy, put into effect by the President's order of July 29, 1904, and quoted in last year's report, are found to be well suited to the needs of wireless telegraphy, and no occasion for the modification of any of the recommendations has yet arisen.

A "Manual of wireless telegraphy for the use of naval electricians," by Lieut. Commander S. S. Robison, U. S. Navy, has just been issued by the Bureau. Lieutenant-Commander Robison's knowledge of the subject, together with the interest and ability he displayed in the work, rendered him especially well fitted for the preparation of this book, which will doubtless prove of great value to the Navy.

This manual replaces "Instructions for the use of wireless telegraph apparatus," written by the late Lieut. J. M. Hudgins, U. S. Navy. Lieutenant Hudgins had made an exhaustive study of this art since its first application to maritime purposes and his recent death, while a great loss to the Navy generally, is especially felt in this branch of the service.

A pamphlet giving a list of the wireless telegraph stations of the world has recently been published by the Bureau and will be found of interest in considering this subject.

UNITED STATES NAVAL OBSERVATORY.

Rear-Admiral Colby M. Chester, U. S. Navy, continued as superintendent of the Naval Observatory until his retirement on February 28, 1906, and on March 1, 1906, Rear-Admiral Asa Walker, U. S. Navy, assumed the duties of superintendent.

DEPARTMENT OF NAUTICAL INSTRUMENTS AND GENERAL STOREKEEPER.

The number of shipments made during the year was 400, amounting in value to \$96,713.12. The value of instruments received was, by purchase, \$34,758.01, and by returns from navy-yards, \$84,383.66. The value of stock on hand is \$97,129.32.

DEPARTMENT OF CHRONOMETERS AND TIME SERVICE.

The following is a brief summary of the regular work of this department in connection with the rating and issue of chronometers, the testing of new chronometers, watches, and clocks:

Number of chronometers received	215
Number of chronometers sent out	236
Number of watches received	264
Number of watches sent out	196
Number of stop and comparing watches tested	83
Number of deck and boat clocks tested	417

There were in the naval service at the close of the fiscal year 651 chronometers and 78 torpedo-boat watches, of an aggregate value of \$200,000. The history of each is recorded, and its performance at sea and at the Observatory constantly observed and compared in order to maintain the standard required for accurate navigation.

By means of the voluntary cooperation of the telegraph and telephone companies the Observatory is enabled to supply the entire country with the exact standard time daily.

COMPASS OFFICE.

The compass office was transferred to the Observatory on January 19, 1906.

The supply of compasses and materials connected therewith has been sufficient to meet current demands, but only a small supply in excess is on hand to meet an emergency.

The work of instruction of officers has continued, and in this connection attention is invited to the desirability of a special building for mounting the Scorsby model, in order that the students may be able to utilize the sun for several hours daily for compass observation.

NAUTICAL ALMANAC OFFICE.

The sale and distribution of the publications of this Office during the fiscal year were as follows:

Title.	Sold.	Public service and exchanges.	Total.
American Ephemeris and Nautical Almanac	874	940	1,814
American Nautical Almanac	2,714	326	3,040
Pacific Coaster's Nautical Almanac	1,353	48	1,401
Astronomical papers	51	28	79

The proceeds of sales, amounting to \$1,933.28, have been deposited with the Treasurer of the United States to the credit of public printing.

OBSERVATIONS.

The following is a total of the observations made by the various departments during the year:

Division of equatorial instruments	754
Division of meridian instruments	6,594
Division of alt-azimuth instrument	899
Division of prime vertical instrument	392

PHOTOHELIOGRAPH.

Photographs of the sun have been obtained on one hundred and sixty-eight days, on one hundred and sixty-six of which solar spots and faculae were observed on the plates, including many large and important groups of spots.

LIBRARY.

There were distributed during the year 2,064 copies of the various publications of the Observatory.

The routine work of the library is up to date, and its present status is as follows:

	Volumes.	Pamphlets.	Total.
Contents, July 1, 1906	19,696	4,203	23,899
Accessions	749	73	822
Contents, July 1, 1906	20,445	4,276	24,721

TOTAL SOLAR ECLIPSE OF AUGUST 30, 1905.

Rear-Admiral C. M. Chester, U. S. Navy, late superintendent of the Observatory, had personal charge of this expedition, and is now engaged in making out a full report thereof. His preliminary report is published in the *Astrophysical Journal*.

BUILDINGS, GROUNDS, AND ROADS.

After consultation with the District Commissioners a bill was framed and introduced in the Senate for the acquisition of the property known as the Industrial Home School. This acquisition is considered very desirable, in order that objectionable features, now prevalent in that locality, may be removed and needed accommodations for observers obtained.

The plat of 1.732 acres, a part of the property known as "Normanstone," still remains to be acquired, and proceedings for its condemnation are before the court. It is desirable that these proceedings be expedited and title to the property obtained.

It is recommended that none of the property belonging to the Observatory tract outside of the circle be sold.

ESTIMATES.

There are large arrears of work on observations made in the department of astronomical observations, some of them as many as fifty years ago. The reduction of these observations should be completed and the work of the Observatory brought up to date, but with the present force of computers, however, it is practically impossible to do so.

An increase in the number of assistants in this department or an increase in the appropriation for miscellaneous computations is urgently needed.

HYDROGRAPHIC OFFICE.

Capt. H. M. Hodges, U. S. Navy, retired, was detached on May 31, 1906, and since that date Commander Harry Kimmel, U. S. Navy, retired, has acted as hydrographer.

The work of the office has progressed satisfactorily, and the customary high standard of efficiency been maintained.

BRANCH OFFICES.

The following branch hydrographic offices are now in operation:

Baltimore, Md.	Galveston, Tex.	Port Townsend, Wash.
Boston, Mass.	New Orleans, La.	Sault Ste. Marie, Mich.
Buffalo, N. Y.	New York, N. Y.	San Francisco, Cal.
Chicago, Ill.	Philadelphia, Pa.	Savannah, Ga.
Cleveland, Ohio.	Portland, Me.	
Duluth, Minn.	Portland, Oreg.	

The above offices have continued to assist safe navigation by distributing hydrographic information, maintaining a time-ball service, and keeping in personal touch with shipmasters, owners, agents, and associations interested in shipping. In addition to the above recruiting and court-martial duty has been performed.

The following hydrographic information has been distributed during the year:

Acknowledgments to observers.....	2, 576
Compass observations.....	303
Day marks.....	5, 400
Hydrographic bulletins.....	91, 894
Light lists.....	2, 806
Marine data.....	13, 064
Notices to Mariners.....	531, 507
Pilot charts.....	39, 131

The branch offices on the Great Lakes conduct a campaign of nautical education, especially in winter, as the mathematical side of navigation is little known and the navigator is virtually only a pilot. As a result, a better knowledge of the compass is decreasing the number of wrecks. In this one item alone these offices repay many times over the modest sum required for their maintenance.

In April and May, 1906, Commander R. F. Nicholson, U. S. Navy, of the Bureau of Equipment, and Ensign W. L. Varnum (retired), U. S. Navy, of the branch hydrographic office, Cleveland, Ohio, with the aid furnished by the U. S. steamer *Wolverine*, laid off compass ranges for the use of the merchant vessels of the Lakes. Three ranges were established near Detour, Mich., and one near Mackinaw City, Mich. These were advantageously placed for the use of all shipping passing from the lower to the upper Lakes.

OCEAN AND LAKE SURVEYS.

The following surveys were made during the year:

Ship.	Region surveyed.	Remarks.
Almirante Bay survey expedition.	Almirante Bay, Panama.....	About 70 square miles completed.
Castine.....	Monte Cristi, Santo Domingo.....	Survey.
Denver.....	Puerto Viejo Azua, Santo Domingo.....	Reconnoissance.
Do.....	Manzanillo Bay.....	Joint survey.
Des Moines.....	San Pedro de Macoris, Santo Domingo.....	Survey.
Do.....	Bay northwest Cataline Island, Santo Domingo.	Examination.
Do.....	Fort Liberte Bay, Haiti.....	Survey.
Dubuque.....	Barahona, Santo Domingo.....	Do.
Eagle.....	Marcellus Rock, Santo Domingo.....	Do.
Do.....	North coast Santo Domingo.....	Do.
Guantanamo Naval Station.	Guantanamo Naval Station.....	Do.
Do.....	Leeward Point, Guantanamo Bay, Cuba.....	Establishment of measured mile course.
Nashville.....	Manzanillo Bay, Santo Domingo.....	Joint survey with the Denver.

The Almirante Bay expedition has made good progress, and the survey should be completed during the coming season.

The *Eagle* has about completed the survey of the eastern and northern coasts of the island of Haiti in connection with the work of the Third Squadron of the Atlantic Fleet.

Permission has been obtained from the Cuban authorities to make a survey off Cape Cruz for the benefit of the Atlantic Fleet during target practice. It is urgently recommended that a naval vessel other than the *Eagle* be used for this purpose and that she be allowed to continue her work off Haiti until the survey of the entire coast is completed.

It is hoped that the Hydrographic Office will soon receive the records of all surveys in Samoa, so that the requisite charts may be issued.

CHARTS.

The following is a brief statement of the work of the divisions of Chart Supply and Chart Construction for the past fiscal year:

New charts published	99
Charts under construction at close of year.....	42
Charts redrawn and reengraved	53
Charts and diagrams lithographed and published.....	96
Charts engraved on copper and published.....	30
Navigational charts printed and delivered for sale and distribution	120,423

The following Hydrographic Office charts have been expended:

Sold.....	26,950
Issued to United States ships.....	23,351
For other official purposes	10,274

The following Coast and Geodetic Survey charts have been issued from the Hydrographic Office:

To United States ships	19,297
For other official purposes	2,454

The following British Admiralty charts have been issued from the Hydrographic Office:

To United States ships.....	9,737
For other official purposes	278

There are on issue in the Hydrographic Office the following individual charts:

Hydrographic Office.....	1,600
United States Coast Survey	522
British Admiralty.....	2,053
Total.....	4,175

Provision should be made in next year's estimates for the republication of the North Atlantic and Pacific catalogues; also for the General Catalogue of Hydrographic Office Charts and Publications.

CONFIDENTIAL CHARTS.

There are at present 27 charts made confidential by the General Board. Of these, 21 are charts published by the United States Coast Survey and 6 are published by the Hydrographic Office.

PILOT CHARTS AND BULLETINS.

Pilot charts are issued monthly and the increased demand for them demonstrates their importance. They are constantly requested by British and German shipmasters, although similar publications are issued by their respective Governments.

Naval wireless telegraph stations on both the Atlantic and Pacific oceans are shown on the face of these charts and by a printed table on the back. Canadian wireless telegraph stations on the Atlantic coast are also indicated.

There were 2,465 Hydrographic Office bulletins issued during the

year, and the following figures are taken from the file of this publication:

Wrecks and derelicts reported	146
Derelicts destroyed	12
Collisions with derelicts and wreckage	7
Dangerous wrecks or derelicts near the Atlantic coast but outside marine league.	50

The following periodicals are sent regularly to vessels of the Navy, branch hydrographic offices, and other addresses, viz:

Name of publication.	Average number of copies mailed each issue.
Notice to Mariners (weekly)	1,627
Extracts, Notice to Mariners (weekly)	18,811
Hydrographic Bulletin (weekly)	2,309
Corrections to Hydrographic Office List of Lights (weekly)	207
Pilot Chart, North Atlantic Ocean (monthly)	4,013
Pilot Chart, North Pacific Ocean (monthly)	1,611
Weekly Notice to Mariners (Light-House Board)	18
Monthly Notice to Mariners (Coast and Geodetic Survey)	200
List of Hydrographic Office Charts Published, Canceled, etc. (monthly)	70
Weather Review, Weather Bureau (monthly)	16

SAILING DIRECTIONS.

The following is a brief statement of the work of this division during the past fiscal year:

Outfits of sailing directions issued to naval ships	18
Special outfits for small vessels	12
Archive documents received and filed	1,215
Index charts compared and corrected (sets)	20
Catalogues compared and corrected	28
Pamphlets, book titles, letters, etc., translated	970
Charts handled	25,000
Reference notes on charts affected by Notices to Mariners	9,500
Notices to Mariners (published)	101,460
Extracts from Notices to Mariners	944,805
Hydrographic Office publications compiled, revised, and issued	11
Hydrographic Office publications under revision at close of year	3

In addition to the above the hydrographic libraries of all ships in commission and of branch hydrographic offices have been kept up to date. A large number of books have also been furnished to other Departments of the Government and to hydrographic offices of foreign governments.

Prompt response has been made to numerous demands for information, many of which were from official sources and involved the measurement or computation of the shortest navigable distances between different ports. Of the distances so measured and computed 625 were carded and recorded for future reference.

Attention is invited to the fact that although the revision of sailing directions has progressed as well as possible with the limited force available, it is still much in arrears.

The Bureau again expresses regret that this work should be hampered by lack of personnel to accomplish it, and urges the detail of at least one additional officer to this important duty.

The foregoing is but a limited and inadequate reference to the work accomplished by the Hydrographic Office during the past fiscal year, a detailed statement of which is contained in the report of the

Hydrographer on file in the Bureau. This report contains much valuable data and information of general interest.

The issue of accurate navigational charts, sailing directions, pilot charts, notices to mariners, etc., is of great importance, both to the Navy and the merchant marine, since the dissemination of information on nautical subjects tends to reduce the dangers of navigation to a minimum.

The Bureau, therefore, desires to invite the especial attention of the Department to the work of the Hydrographic Office, and its value to the maritime world.

OFFICERS ON DUTY UNDER THE BUREAU.

BUREAU OF EQUIPMENT.

Commander W. F. Halsey, U. S. Navy, assistant.
 Commander V. S. Nelson, U. S. Navy, special duty.
 Lieut. Commander W. A. Moffett, U. S. Navy, special duty.
 Lieut. Commander Cleland Davis, U. S. Navy, special duty.
 Lieut. J. J. Hyland, U. S. Navy, special duty.

OFFICE OF INSPECTOR OF ELECTRICAL APPLIANCES.

Commander G. W. Denfeld, U. S. Navy (retired), inspector.

NAVAL OBSERVATORY AND NAUTICAL ALMANAC OFFICE.

Rear-Admiral Asa Walker, U. S. Navy, superintendent.
 Commander T. D. Griffin, U. S. Navy, assistant.
 Lieut. Commander E. E. Hayden, U. S. Navy, assistant.
 Prof. A. N. Skinner, U. S. Navy, assistant.
 Prof. W. S. Eichelberger, U. S. Navy, assistant.
 Prof. F. B. Littell, U. S. Navy, assistant.
 Prof. W. S. Harshman, U. S. Navy, director Nautical Almanac.
 Lieut. Commander Thomas Snowden, U. S. Navy, superintendent of compasses.

HYDROGRAPHIC OFFICE.

Commander C. C. Rogers, U. S. Navy, hydrographer.
 Commander H. H. Barroll, U. S. Navy (retired), assistant.
 Commander Harry Kimmell, U. S. Navy (retired), assistant.
 Lieut. Commander Glennie Tarbox, U. S. Navy, assistant.
 Lieut. Commander Holman Vail, U. S. Navy, assistant.

BRANCH HYDROGRAPHIC OFFICES.

Ensign W. G. Richardson, U. S. Navy (retired), Boston, Mass.
 Lieut. Ridgely Hunt, U. S. Navy (retired), New York, N. Y.
 Lieut. H. M. Jacoby, U. S. Navy (retired), Philadelphia, Pa.
 Lieut. James Franklin, U. S. Navy (retired), Baltimore, Md.
 Lieut. A. C. McMechan, U. S. Navy (retired), Norfolk, Va.
 Ensign W. L. Varnum, U. S. Navy (retired), Cleveland, Ohio.
 Lieut. A. B. Wyckoff, U. S. Navy (retired), Port Townsend, Wash.
 Lieut. J. C. Burnett, U. S. Navy (retired), San Francisco, Cal.
 Lieut. J. C. Soley, U. S. Navy (retired), New Orleans, La.

INSPECTORS OF EQUIPMENT.

Commander J. P. Parker, U. S. Navy, Bath, Me.
 Lieut. H. L. Brinser, U. S. Navy, Quincy, Mass.
 Lieut. H. C. Kuenzli, U. S. Navy, Schenectady, N. Y.
 Lieut. M. St. C. Ellis, U. S. Navy, Philadelphia, Pa.
 Lieut. W. C. Cole, U. S. Navy, Camden, N. J.
 Commander W. W. Buchanan, U. S. Navy, Newport News, Va.
 Lieut. R. H. Osborn, U. S. Navy, assistant, Newport News, Va.
 Lieut. George Mallison, U. S. Navy, assistant, Newport News, Va.
 Lieut. Commander C. B. Morgan, U. S. Navy, San Francisco, Cal.
 Lieut. Commander R. E. Coontz, U. S. Navy, Seattle, Wash.

EQUIPMENT OFFICERS.

Commander, J. P. Parker, U. S. Navy, Portsmouth, N. H.
 Capt. W. A. Marshall, U. S. Navy, Boston, Mass.
 Lieut. Commander H. E. Parmenter, U. S. Navy (retired), assistant,
 Boston, Mass.
 Commander B. T. Walling, U. S. Navy, New York, N. Y.
 Lieut. Chas. Webster, U. S. Navy, assistant, New York, N. Y.
 Commander T. W. Ryan, U. S. Navy (retired), assistant, New York.
 Commander Hamilton Hutchins, U. S. Navy, League Island, Pa.
 Capt. Henry McCrea, U. S. Navy, Washington, D. C.
 Capt. Chas. Laird, U. S. Navy (retired), Norfolk, Va.
 Commander W. S. Hogg, U. S. Navy, Pensacola, Fla.
 Commander H. C. Gearing, U. S. Navy, Mare Island, Cal.
 Lieut. S. L. Graham, U. S. Navy (assistant, Mare Island).
 Lieut. Commander C. H. Hayes, U. S. Navy, Puget Sound, Wash.
 Commander J. F. Luby, U. S. Navy, Cavite, P. I.
 Ensign R. M. Griswold, U. S. Navy, Guantanamo, Cuba.
 Capt. G. L. Dyer, U. S. Navy, Port Royal and Charleston, S. C.
 (commandant).
 Capt. W. H. Beehler, U. S. Navy, Key West, Fla., and Dry
 Tortugas.
 Lieut. Commander G. R. Salisbury, U. S. Navy, Culebra, P. R.

SPECIAL DUTY.

Lieut. Frank Marble, U. S. Navy, in charge United States coal
 depot, Yokohama, Japan.
 Commander F. M. Barber, U. S. Navy (retired), investigation of
 systems of wireless telegraphy abroad.
 Commander G. H. Stafford, U. S. Navy (retired), inspector of con-
 struction of coal depot, California, City Point.
 Lieut. H. Eldredge, jr., U. S. Navy, in charge time-ball service,
 Fort Monroe.
 Capt. L. M. Harding, U. S. Marine Corps, in charge coal depot,
 Sitka, Alaska.
 Commander A. C. Almy, U. S. Navy (retired), in charge coaling-
 plant construction at San Diego, Cal.

CLERICAL FORCE.

The Bureau desires to commend the clerical force for faithful and efficient service during the past year.

Reference is made, as in previous reports, to the low rates of pay prevailing in the Department and the consequent difficulty experienced in securing and retaining efficient employees. It is a matter of regret to the Bureau that these conditions remain unchanged.

ESTIMATES.

The estimates for the fiscal year ending June 30, 1908, are herewith submitted.

Very respectfully,

WM. S. COWLES,
Chief of Bureau of Equipment.

The SECRETARY OF THE NAVY.

SCHEDULE OF OFFERS RECEIVED BY THE BUREAU OF EQUIP- MENT DURING THE FISCAL YEAR 1906.

Schedule of offers for wharf and double cottage at California City Point, Cal., opened October 25, 1905:

Thomas Thomson:

Item 1.....	\$152,000
Item 2.....	5,000
Item 3.....	40
Item 4.....	117,500
Item 4-2.....	99,500

Hayde, Harjes & Co.:

Item 1.....	199,380
Item 2.....	203,490
Item 3.....	34
Item 4.....	179,380
Item 5.....	168,380

Pacific Construction Company:

Item 1.....	192,800
Item 2.....	195,980
Item 3.....	32
Item 4.....	180,930
Item 5.....	184,600
Item 6.....	176,820
Item 7.....	165,900

San Francisco Bridge Company:

Item 1.....	190,000
Item 2.....	193,600
Item 3.....	30
Item 4.....	180,000
Item 5.....	183,600
Item 6.....	174,000

Cotton Bros. & Co.:

Item 1.....	194,690
Item 3.....	36
Item 4.....	179,990
Item 5.....	169,600

Snare & Triest Co.:

Item 1.....	^a 172,900
Item 3.....	15
Item 4.....	165,000
Item 4a.....	159,000
Item 5.....	147,000
Item 5a.....	143,000
Item 6.....	136,000
Item 6a.....	140,000
Item 7.....	148,000
Item 7a.....	153,000

W. N. Concanon:

Item 1.....	203,700
Item 2.....	207,800
Item 3.....	37

^a Accepted.

Healy-Tibbitts Construction Co.:

Item 1.....	\$197,380
Item 2.....	199,930
Item 3.....	30
Item 4.....	185,000
Item 5.....	188,390
Item 6.....	174,980
Item 7.....	167,280
Item 8.....	170,000
Item 9.....	189,000
Item 10.....	170,000

Schedule of offers for wharf at Guantanamo opened April 9, 1906:

	Item 1.	Item 2.	Item 2b.	Item 2c.
Fred S. & A. D. Gore (corporation).....	\$250,000.00			
Wm. L. Miller.....	153,600.00			
Bernard Rolf.....	162,000.00			
Snare & Triest Co.....	^a 145,980.00	\$143,000.00	\$141,000.00	\$139,000.00

^a Accepted.

Schedule of offers for coal, provender, and ice at the Naval Observatory opened April 20, 1906:

	Coal.	Provender.	Ice.
The Hoge & McDowell Co. (Incorporated).....	(^a)	^b \$764.30	^b 40 cents per hundred.
The American Ice Co.....	(^a)		
Herbert T. Pillsbury.....	(^a)	785.52	
W. M. Galt & Co.....	(^a)	785.45	

^a No offer for coal made at time of opening of bids. Coal afterwards purchased under competition.
^b Accepted.

REPORT OF THE CHIEF OF THE BUREAU OF NAVIGATION, 1906.

DEPARTMENT OF THE NAVY,
BUREAU OF NAVIGATION,
Washington, D. C., October 31, 1906.

SIR: I have the honor to submit the report of the Bureau of Navigation for the fiscal year ending June 30, 1906.

DISTRIBUTION AND EMPLOYMENT OF THE FLEET.

During the fiscal year the fleets and squadrons were assigned as follows:

On July 1, 1905, the North Atlantic Fleet was organized as follows:

First Squadron, Rear-Admiral R. D. Evans, commander in chief, commanding:

First division:

Maine (flagship), *Missouri*, *Kentucky*, *Kearsarge*; squadron tender, *Scorpion*.

Second division, Rear-Admiral C. H. Davis, commanding:

Alabama (flagship), *Illinois*, *Iowa*, *Massachusetts*.

Second Squadron, Rear-Admiral C. D. Sigsbee, commanding:

Third division:

Brooklyn (flagship), *Chattanooga*, *Galveston*, *Tacoma*.

Fourth division (to be formed later), Rear-Admiral W. H. Brownson, commanding:

West Virginia (flagship), *Colorado*, *Maryland*, *Pennsylvania*.

Third Squadron, Rear-Admiral R. B. Bradford, commanding:

Fifth division:

Olympia (flagship), *Cleveland*, *Des Moines*, *Denver*.

Sixth division:

Topeka, *Detroit*, *Newport*, *Castine*. (The *Yankee* is attached to this squadron, with a battalion of marines on board.)

Coast Squadron, Rear-Admiral F. W. Dickins, commanding:

Texas (flagship), *Arkansas*, *Florida*, *Nevada*.

Destroyer Flotilla:

Whipple, *Worden*, *Stewart*, *Truxtun*, *Hull*, *Hopkins*, *Lawrence*, *Macdonough*.

Auxiliaries:

Colliers *Ajax*, *Brutus*, *Hannibal*, *Leonidas*, *Marcellus*, *Sterling*, *Nero*; supply ship *Culgoa*.

Geographical distinctions between groups of vessels in Atlantic waters having been removed by concentration, the whole command was, on January 1, 1906, named the Atlantic Fleet.

The *Massachusetts* was placed out of commission on January 8, 1906, and replaced by the *Indiana* on the same date.

The Second Squadron has been disbanded; the Third division of that squadron on April 22, 1906; the Fourth division was placed on

detached duty on June 13, and ordered to prepare for duty in the Asiatic Fleet.

On April 21, 1906, the Coast Squadron was detached from the Atlantic Fleet and disbanded.

The *Olympia*, *Topeka*, *Detroit*, and *Castine* were placed out of commission and replaced by the *Minneapolis*, *Dubuque*, *Paducah*, and *Don Juan de Austria*. The *Brooklyn* and *Texas* were placed in reserve, and the *Whipple* and *Hull* out of commission. The *Chattanooga* and *Galveston* were detached and assigned to the Asiatic Fleet. The *Scorpion*, *Nashville*, and *Marietta* were added to the Sixth division.

The Third Torpedo Flotilla was organized on September 1, 1905, and assigned to the Coast Squadron until that squadron was disbanded when the flotilla became a separate organization. It consisted of the *Porter*, *Blakely*, *Dupont*, *O'Brien*, *Nicholson*, and *Rodgers*. The *Porter*, *Dupont*, and *Nicholson* were later replaced by the *Wilkes*, *Stockton*, and *De Long*.

At the end of the fiscal year the Atlantic Fleet was organized and composed as follows:

First Squadron, Rear-Admiral Robley D. Evans, commander in chief, commanding:

First division—

Maine (flagship), *Kearsarge*, *Kentucky*, *Missouri*.

Second division, Rear-Admiral Charles H. Davis, commanding—

Alabama (flagship), *Illinois*, *Indiana*, *Iowa*.

Second Squadron:

Third division—

(Vessels to be assigned later.)

Fourth division, Rear-Admiral Willard H. Brownson, commanding—

West Virginia (flagship), *Colorado*, *Maryland*, *Pennsylvania*.

Third Squadron, Rear-Admiral Royal B. Bradford, commanding:

Fifth division—

Minneapolis (flagship), *Cleveland*, *Denver*, *Des Moines*.

Sixth division—

Don Juan De Austria, *Dubuque*, *Marietta*, *Newport*, *Paducah*, *Scorpion*.

Auxiliary—

Yankton.

The Atlantic Fleet has been engaged throughout the year in developing tactical evolutions and in gunnery exercises. Target practices were held off Cape Cod Bay in the fall of 1905, and off the south coast of Cuba in the spring of 1906. Each practice was preceded by a period of training, and was succeeded by docking and repairs.

On April 13, 1906, during the spring practice, occurred the disastrous accident on the *Kearsarge*, by which 2 officers and 5 men were killed, and 8 men injured, of whom 1 later died. Regrettable as this calamity was, the fine traditions of the service were upheld and the Navy was afforded a noble example of self-sacrifice and heroism on the part of the dying officers and men. Each man was anxious for the safety of his officers, each officer concerned that his men should be cared for first. It is fortunate for the Navy that the record of this spirit of perfect comradeship is so complete.

During November, 1905, the British Second Cruiser Squadron, commanded by H. S. H. Prince Louis of Battenberg, visited Annapolis, Md., and New York, N. Y., and was received by vessels of the Atlantic Fleet.

The Third division, under the command of Rear-Admiral Charles D. Sigsbee, U. S. Navy, which, at the beginning of the fiscal year, was at Cherbourg, France, for the purpose of receiving the remains of the

late John Paul Jones, returned to Annapolis, Md., on July 23, 1905, and transferred the remains to the receiving vault at the Naval Academy, from whence final appropriate ceremonies were held when the remains were transferred to their permanent resting place on April 24, 1906; these ceremonies being attended by a visiting squadron of three French vessels commanded by Rear-Admiral Campion. Admiral Sigsbee's report, giving the details of this historical incident, is on file in the Bureau.

The fifth division left Annapolis, Md., on June 18 with midshipmen for a cruise to the Madeiras, Azores, and return.

Owing to the exigencies of the political situation in Santo Domingo, the sixth division of the Atlantic Fleet, augmented from time to time by additional gunboats, has been almost constantly required in Santo Domingan waters.

The Coast Squadron has been engaged in training midshipmen and investigating the harbors and waterways along the coast south of Hatteras.

THE ASIATIC FLEET.

On July 1, 1905, the Asiatic Fleet was composed of the following:

Battle ship Squadron: Rear-Admiral Charles J. Train, U. S. Navy, commander in chief, commanding:

Ohio (flagship), *Monadnock*, *Oregon*, *Wisconsin*.

Gunboat division:

Callao, *Elcano*, *Villalobos*.

Cruiser Squadron:

Baltimore, *Cincinnati*, *Raleigh*

Philippine Squadron:

Rainbow (flagship), *Arayat*, *Frolic*, *Mindoro*, *Pampanga*, *Paragua*, *Quiros*.

First Torpedo Flotilla:

Barry, *Bainbridge*, *Dale*, *Decatur*, *Chauncey*.

During the fiscal year Rear-Admiral Charles J. Train was commander in chief of the Asiatic Fleet, with Rear-Admiral George C. Reiter in command of the Philippine Squadron until he was relieved by Rear-Admiral James H. Dayton, in March, 1906.

The *Chauncey*, *Dale*, and *Decatur* were placed in reserve at Cavite, P. I., on December 5, 1905. The *Concord* was assigned to the gunboat division on December 23, 1905. The *Quiros* was detached from the Philippine Squadron on August 1, 1905, and assigned to the gunboat division on the same date. The *Mohican* was assigned to the Philippine Squadron on October 1, 1905. The *Mindoro* was placed out of commission at Cavite, P. I., January 17, 1906; the *Oregon* was detached on March 8, 1906, and ordered home to the Pacific coast. The *Chattanooga* and *Galveston* were assigned to the Cruiser Squadron on March 28, 1906. The *Frolic* was placed out of commission at Cavite, P. I., on March 31, 1906, and the *Wilmington* was commissioned April 2, 1906, and assigned to the gunboat division.

This fleet has been engaged in the regular routine fleet work in addition to the duties of looking out for American interests, and at the end of the fiscal year consists of the following:

Battle ship Squadron:

Ohio, *Wisconsin*, *Monadnock*. (*Monterey* in reserve, out of commission.)

Gunboat division:

Callao, *Concord*, *Elcano*, *Helena*, *Quiros*, *Villalobos*, *Wilmington*.

Cruiser Squadron:

Baltimore, *Chattanooga*, *Cincinnati*, *Galveston*, *Raleigh*.

Philippine Squadron:

Rainbow, Mohican, Arayat, Pampanga, Paragua.

First torpedo flotilla:

Barry, Bainbridge, Dale, Decatur, Chauncey.

THE PACIFIC SQUADRON.

On July 1, 1905, the Pacific Squadron was composed of the following:

Rear-Admiral Caspar F. Goodrich, U. S. Navy, commander in chief, commanding:

Chicago (flagship), *Bennington, Boston, Marblehead, Princeton, Wyoming, Perry,*
Paul Jones.

The *Wyoming* was detached from the Pacific Squadron on August 29, 1905, and placed out of commission.

The *Concord* was placed in commission on September 16, 1905, assigned to the Pacific Squadron on September 25, 1905, and was detached on December 23, 1905, and ordered to the Asiatic Station. In this squadron occurred the deplorable accident to the *Bennington*, on the morning of July 21, 1905, at San Diego, Cal., caused by the explosion of a boiler, resulting in the loss of many lives and great damage to the vessel. The Bureau wishes to record the fact that the same spirit of heroism and self-sacrifice was displayed on this occasion as has been noted in the case of the accident on the *Kearsarge*. After being towed to Mare Island, Cal., the *Bennington* was detached from the Pacific Squadron on October 31, 1905, and placed out of commission.

The *Perry* was detached from the Pacific Squadron on April 18, 1906, and the *Preble* assigned on the same date.

This squadron was fortunately in a position to render timely aid to the distressed city of San Francisco during the conflagration which visited the city after the destructive earthquake of April 18, 1906. It is gratifying to report that such aid was rendered promptly, effectively, and efficiently, bringing forth praise for the service from many individuals and corporations in positions to speak intelligently.

At the end of the fiscal year the Pacific Squadron consists of the following: *Chicago, Boston, Marblehead, Princeton, Paul Jones, and Preble.*

Special-service squadrons and vessels on detached service.—A special-service squadron, consisting of the *Minneapolis, Dixie, and Cæsar*, under the command of Rear-Admiral Colby M. Chester, U. S. Navy, was organized and sent to Spain and the coast of Africa for the purpose of making astronomical and other scientific observations. On the completion of the important scientific work assigned this squadron it was disbanded and its vessels were ordered to other duties, the *Minneapolis* relieving the *Olympia* as flagship of the Third Squadron of the Atlantic Fleet.

Another special-service squadron, composed of the *Glacier, Brutus, Cæsar, and Potomac*, under the command of Commander Harry H. Hosley, U. S. Navy, was employed in towing the floating dry dock *Dewey* from Chesapeake Bay to the Philippines. This dock was constructed by the Maryland Steel Company, was 498 feet long and displaced 34,900 tons, and cost over a million dollars.

The three larger vessels of the flotilla were specially fitted for towing, and every effort was made to furnish all necessary gear and to fully supply the expedition for its long voyage. Commander Hosley's untiring energy and resourcefulness overcame all obstacles and defi-

ciencies, and the flotilla got under way without mishap and began its long voyage of 13,000 miles on December 28, 1905.

The bureaus concerned, by hearty cooperation, endeavored to provide for all contingencies which were likely to arise. The unforeseen exigencies and conditions frequently encountered were promptly overcome by the resourcefulness and energy of those intrusted with the execution of the Department's purpose.

The route chosen as most practicable was via the Mediterranean Sea and Suez Canal. At the close of the fiscal year the expedition was nearing its destination, having sailed from Singapore June 28, 1906, with only a fortnight's cruising to its destination.

The safe arrival of the floating dock at Olongapo, P. I., on July 10, 1906, completed what was in the opinion of the Bureau the most difficult and trying feat of seamanship ever attempted. Too much credit can not be given to Commander Hosley and the officers and men under his command for their skill and efficiency and for the tenacity of purpose which overcame the frequent setbacks encountered. These may be appreciated by an examination of the sketch of the route of the dock hereto appended.

Commander Hosley's report is included herein on account of its valuable data and because of the universal interest displayed in the success of this undertaking. (Appended, marked "B.")

On July 25, 1905, the U. S. S. *Mayflower* was placed in commission under the command of Commander Cameron McK. Winslow, U. S. Navy, for special duty in connection with the meeting of the special envoys of Russia and Japan, which was to take place at Portsmouth, N. H., for the purpose of arranging terms of peace between the two countries. It was on board the *Mayflower* at Oyster Bay that the formal introduction of the two envoys was made by the President. For carrying the envoys and officials to Portsmouth, the *Mayflower*, *Dolphin*, and *Galveston* were used, the *Mayflower* and *Dolphin* being finally left at Portsmouth for the envoys' use. This occasion was of great moment, and resulted in the signing of peace between the two countries and the termination of a great war. After the services of the *Mayflower* were no longer needed for this duty, she served in connection with the reception of H. S. H. Prince Louis of Battenberg and the British Second Cruiser Squadron, which visited the ports of Annapolis, Md., and New York, N. Y.

The U. S. S. *Charleston* was placed in commission October 17, 1905, and fitted as flagship of the Pacific Squadron. The *Rhode Island* was placed in commission on the 19th of February, 1906; the *Virginia* and *New Jersey* were placed in commission on the 7th and 12th of May, 1906, respectively, and the *Louisiana* on the 2d of June, 1906.

The movements and employment of the vessels of the Navy are shown in detail by the appended table, marked "A."

REMARKS AND RECOMMENDATIONS.

The latest available information on the Russo-Japanese war, and the deductions therefrom as expressed practically by the principal naval powers, have been digested by the War College and the General Board, and the conclusions derived have been expressed in reports and recommendations to the Department by the latter. It may be briefly

stated that the final fundamental lessons of the late war are the high value to be attached to the national spirit animating the personnel of the contending powers; the absolute need of an efficient naval organization to control the fleet and maintain its preparedness; the tendency toward larger ships armed with the heaviest guns; the need of large-size scouts, and the necessity of adequate docking facilities for large-size vessels. The wisdom of the retention of torpedoes on board ship as a part of the armament has been demonstrated, as they have been found of tactical value in maintaining the distance between fleets and preventing closing in. This incidentally has added to the necessity for guns of the largest type, due to the increasing range of torpedoes. Constant gunnery training and frequent target practice are found to be essential.

ORGANIZATION OF THE NAVY DEPARTMENT.

The Bureau will make no recommendation on Navy Department organization, as it, together with the legislation necessary for the improvement of the condition of the commissioned personnel, is before a board appointed by the Department. It may with propriety be said, however, that with each year that passes the need is painfully apparent for a military administrative authority under the Secretary, whose purpose would be to initiate and direct the steps necessary to carry out the Department's policy, and to coordinate the work of the bureaus and direct their energies toward the effective preparation of the fleet for war.

The Bureau wishes to record its appreciation of the cooperation of the other chiefs of bureaus in securing harmonious administration of the work of the Department. This administrative coordination has been secured on account of the willingness of the bureau chiefs concerned, and not because the system provided for it. Without the legal machinery to enforce and direct, coordination is a severe tax on the parties concerned and is not possible save under exceptional circumstances.

Our present organization provides in some degree for the making of plans for, and the conduct of, war. To efficiently carry out these plans requires the active efforts of all the bureaus, each concerned with the details assigned to it. Where a policy has been approved in its general features by the Department, it is necessary to issue detailed directions and to assign the parts to be performed by the different bureaus. Such executive action can not be undertaken by the Secretary of the Navy with a clerical force unfamiliar with technical details.

No adequate machinery exists for these purposes, and under the present practice the Bureau of Navigation arranges for carrying out these details of the Department's plans with the willing assistance of the other bureaus. The only other method to secure action is for the Secretary to sign the detailed instructions and orders to bureaus and offices, thus leaving him scant time for the important matters of policy with which he is chiefly concerned as the representative of the President.

The conduct of a serious war will require, unless we are to suffer defeat in its early stage, an efficient administration of the military features of the Navy Department. The Bureau believes that all will agree that we should not wait for the disasters of actual war to pro-

vide it, but rather should make adequate provision beforehand, as we do for ships and guns which are efficient only when properly directed.

The Bureau wishes, in this connection, to invite attention to certain reports of your predecessors to those making a study of Navy Department organization. Since the able report of 1885 the different Secretaries have devoted considerable space to a discussion of the inadequacy of the present system and to possible remedies.

THE GENERAL BOARD.

The General Board, under the distinguished presidency of the Admiral of the Navy, has continued its highly important duties of preparation of plans for war and cooperation with the Army, and the outlining of the military policies of the Department on the shipbuilding programme, development of naval and coaling stations, and battle tactics for the fleet.

Before the establishment of the General Board the Navy Department was obliged to call upon individual officers or on special advisory boards appointed from time to time, for recommendations as to numbers and types of ships and as to the advisability of establishing coaling or naval stations in any particular locality, and on other important subjects. Such a practice frequently resulted in conflicting conclusions, which embarrassed the Department in making a decision. The greatest value of the General Board lies in its permanency and in its complete record of its recommendations and action on important subjects which are referred to it by the Secretary of the Navy or originate in the Board. In order that the policy advocated on important subjects before the Board may be continuous, it is important that its members should be changed at regular intervals and, if possible, only one at a time.

The Navy Regulations of June 30, 1905, approved by the President, established the General Board as an important feature of our present naval administration, and defined its membership and duties. While this addition to the naval regulations gives the General Board a definite status, the Bureau recommends that the General Board, or some body with like duties, be included in any contemplated naval reorganization which may be recommended by the Department for enactment into law.

No part of our present naval administration, except the General Board, has the time or the officers of suitable rank and experience to thoroughly study and digest the many important military questions which come before the Department, and in its recommendations on these questions arising constantly the General Board has been of distinct value to the Department and the Navy.

COMPOSITION OF FLEETS AND SQUADRONS.

The desirability of organizing the fighting vessels of the Navy in two fleets for service on the Atlantic and Pacific coasts of the United States, in such manner that the whole force may be readily mobilized in cases of emergency, is conceded. The concentration of the battle fleet in Atlantic waters, and the assignment of all vessels therein to the command of one flag-officer, will be completed about the end of the

present calendar year. Owing to our responsibilities in the Philippines and the Far East generally, an adequate naval force is needed in the Pacific Ocean. The assignment of the ships of the battle line to Atlantic waters, and of cruisers and gunboats to Pacific waters, is in accordance with present strategic requirements.

Experience has amply demonstrated that not more than four large ships can be efficiently controlled as a division commanded by a flag-officer. On this account, and because our present signal book still provides for divisions of four ships, this unit has been continued in the present organization.

It is recognized that all future naval engagements of any importance will be between properly organized fleets composed of the necessary classes of ships. The different divisions of our fleet are as homogeneous as possible in order to secure uniformity in all exercises and evolutions. The concentration in two fleets of the available vessels of the Navy is also of great importance in familiarizing the personnel with signals, and with the same methods of fleet work, including target practice. A fleet of ships thus organized learns to act as a unit in the hands of its admiral, and at the same time is a continuing school of application for both officers and men.

Thus organized the Navy is preparing in the best manner possible for any emergency, and it is at the same time practicable in case of necessity to detach a division or squadron, or any needed force, for service in any part of the world. By rotating the divisions on detached service away from the fleet, familiarity with fleet methods and routine will be least disturbed. In case of threatened hostilities, detached divisions would resume their positions in the fleet organization and take up, without interruption, the routine and practice of the fleet.

As soon after January 1, 1907, as possible the vessels of the Navy in commission will be assigned as follows:

ATLANTIC FLEET (tentative).

First Squadron, ——— commanding:

First division:

Connecticut, Louisiana, Maine, Missouri.

Second division, ——— commanding:

Georgia, New Jersey, Rhode Island, Virginia.

Second Squadron, ——— commanding:

Third division:

Alabama, Illinois, Kearsarge, Kentucky.

Fourth division, ——— commanding:

Ohio, Indiana, Iowa, ———.

Third Squadron, ——— commanding:

Fifth division:

Tennessee, Washington, St. Louis, ———

Sixth division, ——— commanding:

Columbia, Des Moines, Cleveland, Tacoma.

Fourth Squadron, ——— commanding:

Seventh division: ^a

Dixie, Marietta, Nashville, Castine.

Eighth division, ——— commanding: ^a

Prairie, Dubuque, Paducah, Scorpion.

In reserve: *Texas, Brooklyn.*

Second Torpedo Flotilla, ——— commanding:

Hopkins, Hull, Macdonough, Whipple, Truxtun, Worden.

Third Torpedo Flotilla, ——— commanding:

Wilkes, Blakely, De Long, Stringham, Stockton.

(^a The seventh and eighth divisions will be held in reserve when their services are no longer required for police and patrol duty.)

ASIATIC FLEET (tentative).

First Squadron, ——— commanding:

First division:

West Virginia, Maryland, Pennsylvania, Colorado.

Second division, ——— commanding:

Baltimore, Chattanooga, Galveston, Cincinnati.

Second Squadron, ——— commanding:

Third division:

Raleigh, Concord, Helena, Wilmington.

Fourth division, ——— commanding:

Callao, Elcano, Quiros, Villalobos.

Coast defense:

Monterey, Monadnock.

First Torpedo Flotilla, ——— commanding:

Bainbridge, Barry, Dale, Chauncey, Decatur.

PACIFIC SQUADRON (tentative).

First Squadron, ———, commanding:

First division:

Charleston, Milwaukee, Albany, New Orleans.

Second division, ———, commanding:

Chicago, Yorktown, Boston, Princeton.

Fourth Torpedo Flotilla:

Preble, Paul Jones, Perry, Farragut, Goldsborough, Rowan.

At an early date it is expected that the Asiatic Fleet and the Pacific Squadron will, in accordance with natural conditions, be merged into one Pacific Fleet under the supreme command of a flag-officer of the highest rank in the same manner as the Atlantic Fleet is now organized. The fleet thus detailed for Pacific waters would contain a number of divisions composed of the necessary classes of fighting vessels under flag-officers of appropriate rank. The duties and dispositions of the component parts of this fleet will be directed by the flag-officer in supreme command with due regard to the nature of the service and the part of the station where it is demanded.

The Bureau is making every endeavor to secure a battle-ship strength of sixteen in the Atlantic Fleet, divided into two squadrons. The Navy has made great strides toward straight shooting, and in the schooling of officers and men in the drills of the ship and squadron, but the captains and flag-officers have not yet had that practice and opportunity to acquire skill in handling a large number of vessels.

The two battle-ship squadrons of eight vessels each will furnish every opportunity for the practice of battle tactics, and will enable the higher officers to acquire facility in the exercise of a large fleet, and in maneuvering one homogeneous squadron against another.

Though it is difficult to secure the officers and men, the Bureau considers that the paramount importance of battle tactics demands any sacrifice to secure and maintain sixteen battle ships in the Atlantic Fleet.

Practice and skill in maneuvering the battle fleet to an advantageous position are essential if the ability of gun pointers to hit the target is to be utilized to the utmost.

As there is little likelihood of a necessity of more than sixteen battle ships in the Atlantic Fleet, the older battle ships will be replaced by new ones as they become available, and will go into the reserve squadron of armored vessels. The *Brooklyn* and *Texas* form the nucleus of this reserve, which will be made ready for service by necessary repairs and overhauling, and so manned and supplied that the vessels composing it can be ready for service within a week.

THE ACTUAL STRENGTH OF THE NAVY.

The Bureau considers it desirable at this period of the development of the Navy to invite attention to the number of vessels available for the purpose for which the Navy exists. The new arrangement of ships shown in the last two Navy Registers shows that the available ships of the fighting fleet on July 1 last consisted of 16 battle ships, 4 armored cruisers, 3 first-class cruisers, 7 second-class cruisers, 16 third-class cruisers, and 16 destroyers. The other vessels of the Navy are grouped as coast defense vessels, ships for subsidiary service, auxiliaries, yachts, etc.

Inasmuch as arguments as to the strength of the Navy are often based on a consideration of the total number of vessels of all kinds borne on the list, whether serviceable or not, it seems necessary to show the distinction drawn by the Department.

FUND FOR OFFICIAL ENTERTAINMENTS.

The Bureau recommends that Congress be asked for an appropriation to be allotted by the Department, under appropriate regulations, to flag and commanding officers for necessary official entertainments. In their duty of showing the flag and cultivating friendly and diplomatic relations in foreign countries, naval officers are forced for the honor of their service and the country to spend an appreciable amount of their own pay for entertainments whose expense should be borne by the Government. In other countries ample provision is made for such expense; in ours such provision is seldom made, and only on extraordinary occasions.

BOAT LANDINGS FOR OUR OWN AND FOREIGN MEN-OF-WAR.

The lack of adequate boat landings with good surroundings results in annoyance and inconvenience at the principal rendezvous used by our battle fleet on the Atlantic coast, and similar conditions exist at San Francisco. When foreign men-of-war visit our ports they too are subjected to the same conditions, and the damage to stores, supplies, and boats which can not be properly handled at the present crowded landing places.

A Government landing has been in operation for about one year at Newport, which is used by the Army and Navy and Revenue Marine and Light-House services. It has added materially to the good order of that section of the water front, and has made possible the efficient handling of passengers and supplies for the different stations in Narragansett Bay.

The Bureau recommends that Congress be asked to provide proper Government landing facilities at Boston, New York, Staten Island, Fort Monroe, and San Francisco, to be available for the boats of our own and foreign men-of-war.

REPAIRS TO VESSELS OF THE FLEET.

A larger measure of time is spent by our active fleet at navy-yards than is conducive to its efficiency, and the Department is endeavoring to so regulate the navy-yard system that only absolutely necessary

repairs will be recommended by the navy-yard boards when a ship of the fleet is surveyed. As a necessary prelude General Order No. 20, of May 2, 1906, was issued, placing on the sea officers the responsibility and credit of keeping the seagoing fleet in good cruising condition with the facilities available in the fleet, and having recourse to navy-yards only where repairs were urgently needed.

ENGINEERING IN THE FLEET.

Reports received in the Department indicate that the present system of detailing line officers for engine-room duties is working to the satisfaction of the responsible officers afloat. The organization and discipline of engine-room complements and the management and practical handling of the machinery of our vessels of war is stated to be excellent.

Contrary to an opinion which was at one time prevalent, engineering duty on board ship is not distasteful to the older officers of the line. The number of applications for this duty is greatly in excess of the officers who can be detailed for it.

The special instruction of young officers in engineering furnishes a considerable body of officers who, after practical experience afloat, will make excellent chief engineers. These officers will ultimately be available for the duties of inspection and design and as heads of departments of engineering when the older line officers occupying these positions retire.

Within the near future, and as soon as conditions will permit, it is hoped to detail not less than three line officers to each of the larger vessels for the performance of engineering duties.

MARINES ON BOARD SHIP.

Many of our ships of war do not carry marines, and it has been a matter of deep consideration to the Bureau whether it would not add to the efficiency of the naval service if marines were withdrawn from more or all of our vessels.

The enlisted men of the Navy and Marine Corps are drawn from much the same class of men, and their duties on board ship do not differ in any essential degree. Marines are detailed as sentries and in connection with honors and ceremonies, and devote more time to infantry and small-arm drills, but their important duties are much the same as those of blue jackets. When blue jackets have been detailed as sentries and for ceremonies, they have been found faithful and efficient.

The blue jacket of to-day is an entirely different character from the old-time sailor who was drafted into service with the aid of a press gang, and who needed soldiers over him to enforce discipline and prevent lawless acts. The present enlisted force of the Navy does not, in the Bureau's opinion, require a different force to maintain order in it any more than the soldiers of an army garrison need a differently uniformed and paid class of men to act as police over them. That the great majority of the enlisted force of the Navy are self-respecting and law-abiding, and that they resent the suggestion that a different force is needed to maintain order among them, are well known facts.

The Bureau believes that the withdrawal of marines from ships and the addition of a similar number of blue jackets would add materially

to the efficiency of ships' crews by the increase in the number of blue jackets available for general duties. An increased community of interest would result, and the removal of discriminations caused by differences of pay and uniform and inequalities in duties and privileges would also do away with an element tending to dissatisfaction.

The recognized value of marines for manning the naval bases in our insular possessions and for service as expeditionary forces in emergencies needing a prompt response will perhaps add weight to the Bureau's statement of present conditions.

SICK QUARTERS ON THE BATTLE FLEET.

Recent reports of the Board of Inspection and Survey invite attention to the large space set aside in battle ships and armored cruisers for sick quarters, and the consequent curtailment of the space for berthing and messing the crew. To provide sick quarters for a number greatly in excess of what statistics show to be the average number of sick on board, and to reserve for their exclusive use the space now allowed for them in the large ships, restricts materially the available living space, and produces crowding and insanitary conditions tending to cause the sickness for which such ample provision is made. It is believed that a reduction of space for sick quarters to a necessary minimum and a corresponding increase in living space available at all times for the crew would add to the efficiency of individual ships and probably reduce the number of sick.

In the *Rhode Island* class of vessels (complement, 713) 26 berths have been provided for the sick; in the *Maryland* class (complement, 790) 39 berths, while in the *Louisiana* class (complement, 809) the provision for the sick in beds (43 berths) amounts to 5.3 per cent of her crew. It is worthy of note that the average percentage of sick, by the reports of last year, for the 55 vessels of the Atlantic fleet was 1.89; and for the 8 battle ships attached to that fleet, 1.43 per cent. The proportion of this percentage actually confined to sick berths must be very small.

It is important to the efficiency of the battle fleet that on the eve of hostilities the number of sick should be at a minimum, and that of this number only those whose illness is of the most temporary character be permitted to remain on board. Serious cases, and all whose recovery is not a matter of a few days only, must be removed to hospitals and their places supplied by well men if the fighting efficiency of the fleet is to be high. This is the practice in time of peace when hospitals are near, and in time of war it must be done wherever the fleet may be. A large number of sick on board not only reduces the number available for fighting stations, but causes the loss of the services of others who must serve the sick and attend to their wants.

To remove sick and injured from the fleet when not in home waters and transport them to the nearest hospitals, ambulance ships of good speed are required. The accommodations and facilities of a ship for purely hospital purposes with the fleet are available for comparatively few men, but high-speed ambulance vessels with facilities for emergent treatment of the sick and wounded en route, can remove to hospitals all the sick and wounded. It is understood that this was the practice of the Japanese in the late war in both the army and navy.

PERSONNEL OF THE FLEET.

Vice-admirals.—The Bureau again recommends that the grade of vice-admiral be revived. Under the organization hereinbefore outlined it will be seen that in a short time the commanders in chief of the Atlantic and Asiatic fleets will have under their command subordinate rear-admirals and a large number of ships. These two officers at least should have the rank suited to their large commands and commensurate with their duties and responsibilities. It may also be said that the commander in chief of a large fleet should have a higher rank for the best discipline and efficiency than the subordinate flag officers under his command, and that on occasions when he is to represent the honor and dignity of his country abroad he should have a rank which will entitle him to take, among the representative naval officers of other powers, a position corresponding to the importance of his command and of the nation which he represents.

AGE AND EXPERIENCE OF HIGHER OFFICERS.

The attention of the Department and of Congress has been frequently invited to the fact that flag and commanding officers do not reach their grades at ages young enough for the best efficiency. The act of March 3, 1899, was intended to remedy this condition, but no improvement has shown itself. The appended table shows that the ages of the flag and older commanding officers have increased in the last thirteen years. It seems necessary to show this and to state also that the greater number of the older commanding officers have had inadequate experience in command.

Just prior to the Spanish war the captains and commanders were officers who had reached high rank at comparatively youthful ages with large experience in command. Most of these officers are not now on the active list, and with the exception of some senior captains, the grades of captain and commander are now composed of officers who were lieutenant-commanders and lieutenants in 1898. Most of these officers occupied subordinate positions and performed corresponding duties until they were about fifty years of age. Those now in the captains' grade command battle ships and armored cruisers without, as a rule, preliminary experience in large vessels, and this condition is not the fault of the individuals but of the system.

Of twenty-two captains now commanding battle ships and armored cruisers, about half commanded vessels of from 1,000 to 2,000 tons during their service as commander, five commanded vessels of from 3,000 to 6,000 tons as commanders, and the balance commanded both small vessels and large auxiliary vessels. During their service as lieutenant-commanders but five of these officers had experience on a battle ship or armored cruiser, while four others served in monitors.

That conditions have not improved under the personnel law of 1899 is partly due to a decision by which a large number of comparatively young lieutenant-commanders have been able to retire with the result that the older officers, which the law was expected to reach, have not been retired. While the active list has suffered by the retirement of these younger officers, their services have been utilized as far as possible by keeping most of them on duty.

The failure to secure younger commanding officers can be partly remedied by repealing so much of the personnel law as allows voluntary or involuntary retirements of lieutenant-commanders and lieutenants, unless such officers are above the age of 45 years, or until they shall have completed thirty years total service, and leaving the necessary number of vacancies now provided by law to be created in the remaining grades.

The Bureau stated in its report of last year that not only experience in command of battle ships was essential to the command of a division or squadron, but that preliminary training in flag officers' duties was necessary before succeeding to the chief command of a fleet.

To obtain experience in both command and flag grades, officers must be promoted to commander early, and those sea officers who will ultimately command fleets must have quick promotion consistent with experience in each grade, and above all must serve most of their time at sea.

We are now training officers in command of battle ships, most of whom can not serve later as flag officer on account of their short time on the active list after reaching that grade.

This question has been so much discussed, and the facts are so well known and undisputed, that the Bureau concludes by saying that until our flag and commanding officers reach command at earlier ages, and can gain proper experience before reaching high commands, the Navy can not be considered to be at the efficiency which is vitally necessary for its chief purpose and only reason for existence.

Age of officers of the active list.

Rank.	Oldest.	Youngest.	Average, July 1, 1906.		Average age of reaching grade, 1898. ^a
Rear-admirals.....	62-	59.6	b 60.91		61
Commodores.....					59
Captains.....	61-	56.9	c 59.9	d 57.0	50
Commanders.....	58+	47.8	c 55.8	d 48.4	48
Lieutenant-commanders.....	51+	32.4	c 47.5	d 34.2	46
Lieutenants.....	37+	24.4	c 34.6	d 27.3	36
Ensigns.....	36+	22.3	c 26.3	d 24.2	33

^aSecretary of the Navy's Report, 1893. ^b Average of all. ^c Average of first ten. ^d Average of last ten.

Average age and length of service of officers retired under section 8 of the "Navy personnel act."

Year.	Captains.			Commanders.			Lieutenant-commanders.		
	No. of retirements.	Average age.	Average service.	No. of retirements.	Average age.	Average service.	No. of retirements.	Average age.	Average service.
1899.....				3	56½	36½	7	50	33½
1900.....	1	60	38½	1	56	38½	6	51½	34½
1901.....							3	52½	34½
1902.....									
1903.....									
1904.....									
1905.....	2	59	39	15	52½	34½	38	47	29½
1906.....	4	58	41½	1	49	32½	9	44½	25½
Total.....	7	59	40	20	53½	35½	63	49½	30

PROMOTION OF OFFICERS.

The Bureau is of opinion that the present system of examinations for promotion does not safeguard satisfactorily the interests of the Government. The professional examinations by examining boards give little if any knowledge of an officer's fitness or performance in his sea duties; for this information the board is guided by reports which usually are deficient in positive information.

Under the present system, where unfavorable comments must be sent to the officers affected, the tendency seems to be to act overcautiously in making such comments, unless acts or omissions are noted serious enough for punishment or court-martial. Officers possessing only negative characteristics, and sometimes lacking in great part those necessary qualities of leadership and command, go through the different grades without question. Much of an officer's reputation is based on common report among those who know him and not on the written reports of his performance as an officer.

The Bureau has in contemplation changes in the present efficiency reports which, it is expected, will produce more thorough knowledge of an officer's qualities at sea, and some improvement may result.

It seems necessary, however, in order that examinations for promotion may be more effectual, that the present laws regulating promotion be amended; it is suggested that an officer shall not have more than one examination for promotion unless the examining board so recommends; that officers found not qualified for promotion for any reason may be retired by the President at a rate of pay recommended by the examining board, or may be dropped, and in all examinations that the burden of proof shall rest on the officer to demonstrate his fitness for promotion.

It would also simplify the procedure if an examining board which has recommended the retirement of an officer at a stated rate of pay could be organized as the retiring board now required by law in the case of an officer recommended for retirement.

The Bureau also recommends that legislation be sought allowing an officer to retire in the grade for which he is being examined when he is found disqualified for physical disability incurred in line of duty. This provision of law now exists for both the Army and Marine Corps, and is but a measure of justice to any officer who has satisfactorily performed all his duties up to the time when he is entitled to promotion to the next higher grade.

SCARCITY OF OFFICERS.

The Navy is to-day passing through a crucial period which the Bureau expects to reach its climax this coming spring, when the energies of all will be taxed to the utmost to keep up with the work of the Navy afloat and ashore and tide over until the number of officers increases. The shortage of officers is seriously felt on all vessels in active commission, and in shore establishments and offices of the Navy Department, in spite of the retired officers on active service.

During the past fiscal year the *Charleston*, *Virginia*, *New Jersey*, *Louisiana*, and *Rhode Island* were placed in commission; during the present fiscal year the *Georgia*, *Connecticut*, *Tennessee*, *Washington*,

St. Louis, Milwaukee, California, Nebraska, Minnesota, Vermont, and Kansas will all be commissioned. These 16 vessels each carry not less than 700 men, or a total for all of about one-third the total enlisted force of the Navy, with a proportionate number of officers.

The Department has kept the number of sea officers employed on shore duty at a minimum, and the number so employed can not be reduced except by the neglect of important administrative duties and of vitally necessary inspections of ships and material on which later the efficiency of the fleet will depend.

The Bureau believes that it will be necessary within a few years to reduce the number of midshipmen admitted to the Naval Academy unless some method of eliminating or otherwise utilizing a proportion is adopted. The increase in midshipmen at the Naval Academy was made to provide additional younger officers; but the output from the Naval Academy must soon be checked, as a serious "hump" will eventually be formed.

RESTORATION OF OFFICERS TO THE NAVY.

The Bureau has maintained generally the principle that it is inadvisable to restore to the active list of the Navy officers who have resigned or retired. The occasional benefit of such restorations through political influence is more than offset by the discontent of the individuals who generally lose numbers and positions in coming back, and by the unrest engendered among those over whom the officers restored are put. Some of these latter have probably had additional duty or undesirable details because of the withdrawals from the service, and they will also lose in possibilities for duty and command by each officer restored.

The Bureau has noted, in reading different reports of the Secretaries of the Navy, an executive message on this subject dated July 2, 1884, which is quoted in the report of the Department for that year. The message contained a strong expression of opinion that such bills, naming individual officers, were in violation of the Constitution in that they infringed on the right of the Executive to nominate officers.

PROMOTION OF WARRANT OFFICERS TO ENSIGNS.

The law now provides that 12 warrant officers may be commissioned annually as ensigns after suitable examinations, but that number has never been obtained in any one year. While this is to be regretted, it is not surprising, since the examinations are exacting. The Bureau is of the opinion that the requirements for promotion from warrant rank to ensigns for general service, and for ultimate promotion to the higher grades of the line, should not be lessened, but recommends that a lower standard be established by which warrant officers who fail of promotion to ensigns in the regular line of promotion may, if they reach that standard, be commissioned as ensigns and employed by the Department in suitable duties. These officers should be promoted to and including the grade of lieutenant only, and would be available for duties on board of tugs, colliers, supply vessels, and other auxiliaries, and corresponding duties on shore. The present age limit of commissioning warrant officers may perhaps be extended for these officers.

During the past fiscal year 11 warrant officers took the examinations for promotion to ensign and 5 passed and were commissioned.

WARRANT ELECTRICIANS.

The Bureau recommends that the grade of warrant electrician be established, and such competent chief electricians appointed to the grade after suitable examinations as may be necessary for the care and management of the electrical machinery of our larger vessels. It is the present practice to detail two gunners to a battle ship, one of whom is assigned to electrical duties.

It is difficult now to obtain a sufficient number of qualified gunners for the duties of ordnance and torpedoes. The situation in this respect would be improved by relieving gunners from strictly electrical duties; in addition, deserved recognition would be given to the excellent class of men who are serving without hope of advancement as chief electricians, and the loss in that rate, due to attractive outside offers, would be prevented.

ELIGIBILITY OF CHIEF WARRANT OFFICER FOR COMMISSION.

The appropriation act of 1904 provided that boatswains, gunners, carpenters, and sailmakers shall be eligible for appointment as chief boatswains, chief gunners, chief carpenters, and chief sailmakers, after six years from the date of warrant.

It has been held that chief boatswains and chief gunners are not eligible under existing law for a commission in the grade of ensign in the Navy. It seems evident to the Bureau that Congress in providing for an additional grade of warrant officers had no intention of debarring officers in that grade from the opportunity afforded those in the lower grade from obtaining a commission, and it is recommended that legal provision be made for the appointment of chief boatswains and chief gunners, and the chief machinists proposed below, to the grade of ensign in the same manner as is now provided for boatswains, gunners, and warrant machinists, and under the same restrictions.

WARRANT MACHINISTS.

The Bureau renews its recommendation heretofore made that the law may provide for changing the name of "warrant machinist" to "machinist," and for creating a grade of "chief machinist," to which machinists may be eligible for promotion, to rank with but after ensign, in the same manner now provided by law for the advancement of boatswains, gunners, etc., and under the same restrictions. This is a matter of justice, as warrant machinists should have the same advancement that other warrant officers are given.

The change from the title "warrant machinist" to "machinist" is recommended as less cumbersome, particularly if the word "chief" is affixed to it, and because it is appropriate and in keeping with the titles of other warrant officers—boatswain, gunner, etc.

The Bureau recommends that the limitation now placed by law on the number of yearly appointments to the grade of warrant machinist be removed. Twenty each year are now allowed, but it is considered desirable for the Department to have authority to appoint warrant machinists at its discretion in the same manner as for other warrant officers, in order that the varying demands of the service may be met.

PAY OF WARRANT OFFICERS WHEN COMMISSIONED.

It is recommended that legislation be asked providing that when boatswains, gunners, and carpenters are promoted to chief boatswains, chief gunners, and chief carpenters, their pay be not reduced from that received by them as boatswains, gunners, and carpenters, and this should also include chief machinists in case the recommendation that this grade be established receives favorable consideration.

RECRUITING.

The recruiting service has been hampered by the lack of sufficient officers. Recruiting parties have covered large areas and have necessarily been hurried in the stay at each place.

The Bureau has endeavored to encourage enlistment by furnishing all proper information; the posters and advertisements setting forth the requirements and advantages of enlistment have not been overdrawn, and are believed to be free from any sensational feature, and only so distinctive as to call attention to the advertisement.

The standard of the requirements for enlistment is kept high, and the complicated character of our ships demands this; under these standards the full number of men allowed the Navy has not been recruited, but they could easily be obtained if the physical and other standards were lowered, or if there was the least laxity in enforcing the legal requirements governing admission to the Navy. At the end of the year the Navy was 4,837 short.

The tables of enlistment herein show that 40,918 men presented themselves for enlistment, of which number but 32 per cent were accepted. Of the number not enlisted, 16,518 were rejected for physical disability, 9,381 were rejected for other causes, and 1,970 who were accepted failed to enlist. The number of enlistments finally made by recruiting parties and by ships was 13,418. After enlistment recruits undergo severe scrutiny at training stations and receiving ships, and on board the vessels of the fleet to which they ultimately go, with the result that many of those enlisted are weeded out as physically undesirable. The men finally retained are carefully selected and of a high standard.

The competition which the Navy often encounters in recruiting is shown by five advertisements which appeared in a prominent paper of the Middle West on the same page with the advertisement of the navy recruiting office in the same city. The advertisements were of different railroad companies entering or near that city, and offered high inducements in positions of brakemen or conductors, and firemen or engineers, to the same class of young men needed in the Navy. The wages offered ranged from \$65 per month, the lowest offer for inexperienced men, to the highest salary of \$200 per month.

On the same page of this paper appeared the advertisement of the navy recruiting station which, for men of 17 to 35, offered wages of \$16 to \$70 per month, with transportation furnished to place of enlistment upon the expiration of enlistment. It also said that the first outfit of clothing would be free, and that after thirty years' service men could retire with three-fourths pay and allowance. Applicants were informed that they must be citizens of the United States, of good physique, and able to read and write.

The advertisement inserted by the navy recruiting officers states only the important facts, and does not give other advantages which the Navy offers. Enlisted men receive free medical attendance, medicine, a pension for disability in line of duty, a ration of 30 cents a day, and every reasonable endeavor is made to encourage their efforts for promotion. The law allows 12 commissions each year as ensign to be given to enlisted men who have worked up to and through a period of service as warrant officer, after satisfactory examinations.

Nativity of enlisted force.

	Born.	Residence.		Born.	Residence.
NATIVE.			COLOR—continued.		
Unknown	1	.....	Mulatto	6	.....
No residence .....	.....	6	Japanese	406	.....
Alabama	159	115	Mexican	2	.....
Alaska .....	.....	1	Filipino	285	.....
Arizona	14	16	Cuban	1	.....
Arkansas	138	89	Samoa	81	.....
California	594	1,581	Hawaiian	13	.....
Colorado	198	468	Porto Rican	22	.....
Connecticut	505	488	Society Islands	1	.....
Delaware	122	105	Unknown	1	.....
District of Columbia	318	487			
Florida	104	112	Total	32,163	.....
Georgia	248	206			
Idaho	28	23	FOREIGN.		
Illinois	1,654	1,812	Africa	1	.....
Indiana	876	820	Argentina	1	1
Indian Territory	28	51	Armenia	1	.....
Iowa	601	452	Azores	5	.....
Kansas	557	390	Australia	23	.....
Kentucky	488	367	Austria	86	1
Louisiana	161	168	British Columbia	2	.....
Maine	295	162	British West Indies	75	9
Maryland	1,005	1,036	British East Indies	1	.....
Massachusetts	2,411	3,241	Belgium	24	1
Michigan	950	804	Bohemia	13	.....
Minnesota	471	492	British Guiana	2	.....
Mississippi	78	57	Bermuda Islands	1	.....
Missouri	975	1,216	Bulgaria	2	.....
Montana	48	91	Canada	243	11
Nebraska	341	306	Caroline Islands	1	.....
Nevada	23	39	Chile	5	.....
N. U. S. Hawaiian .....	.....	1	China	295	240
New Hampshire	191	165	Colombia	1	.....
New Jersey	914	1,050	Costa Rica	2	.....
New Mexico	15	17	Cape Verde Islands	4	.....
New York	3,635	5,874	Cuba	2	.....
North Carolina	334	160	Danish West Indies	6	1
North Dakota	48	43	Denmark	169	1
Ohio	1,663	1,713	Ecuador	2	.....
Oklahoma	8	133	England	361	18
Oregon	99	139	Egypt	2	.....
Pennsylvania	2,708	2,741	Finland	113	.....
Rhode Island	506	881	France	29	2
South Carolina	215	138	French West Indies	14	.....
South Dakota	124	105	Germany	932	5
Tennessee	232	197	Greece	50	4
Texas	596	739	Guam	28	34
United States Army	1	.....	Guatemala	1	.....
Utah	50	86	Hawaii	21	35
Vermont	90	42	Haiti citizenship, A. D. I.	2	.....
Virginia	821	753	Holland	40	1
Washington	105	451	Hungary	19	.....
West Virginia	143	105	Iceland	1	.....
Wisconsin	523	479	Island of Cyprus	1	.....
Wyoming	26	42	Italy	251	33
At sea	7	.....	India	1	.....
Total	26,445	31,255	Ireland	868	22
			Japan	408	52
COLOR.			Madeira	3	.....
White	29,511	.....	Malta	1	1
Chamorro	28	.....	Mexico	3	.....
Negro	1,456	.....	Newfoundland	32	.....
Indian	2	.....	Nova Scotia	61	1
Chinese	348	.....	New South Wales	3	2
			New Brunswick	27	.....

Nativity of enlisted force—Continued.

	Born.	Residence.		Born.	Residence.
FOREIGN—continued.			FOREIGN—continued.		
New Zealand	4	.....	South African Republic	1	2
Norway	309	3	Spain	5	2
Panama	1	2	Sweden	414	3
Persia	1	.....	Switzerland	40	.....
Peru	3	1	Samoa	81	81
Philippines	286	312	Turkey	14	.....
Prince Edward Island	12	.....	Uruguay	1	3
Porto Rico	20	19	Venezuela	8	2
Portugal	12	1	Wales	17	.....
Poland	6	.....	No residence .....	.....	1
Roumania	5	.....		
Russia	127	1	Total foreign	5,718	908
Society Islands	1	.....	Total native	26,445	31,255
Scotland	106	.....		
St. Helena Island	2	.....	Grand total	32,163	32,163

ENLISTMENTS.

During the past fiscal year 40,918 men presented themselves for enlistment, and of this number 13,418 were accepted. The number of minors who applied, and were rejected because under age, is not included in the above.

In addition to the recruiting carried on at the various receiving ships, permanent stations are situated in the following cities: Boston, Cincinnati, Chicago, St. Louis, Denver, Buffalo, New York, St. Paul, Kansas City, San Francisco, Philadelphia, Baltimore, Minneapolis, and Omaha.

Besides these stations there are two traveling recruiting parties in the field, and thus some point in almost every State in the Union has been visited during the year.

Fiscal year ending June 30, 1906.

Number of applicants for enlistment	40,918
Number rejected for physical disability	16,518
Number rejected for other causes	9,381
Total number rejected	25,899
Number of applicants accepted who failed to enlist	1,970
Total number rejected or failed to reenlist	27,869
Number physically qualified and enlisted	13,049
Number disqualifications waived and enlisted	369
Total number enlisted	13,418
Number enlisted, first enlistment	11,200
Number reenlisted within four months from date of honorable discharge, under continuous service	710
Number reenlisted within four months from date of honorable discharge	1,029
Number reenlisted within four months from date of ordinary discharge under continuous service	34
Number reenlisted within four months from date of ordinary discharge	83
Number reenlisted over four months from date of discharge	362
Total number of men reenlisting	2,218
Percentage of men entitled to reenlistment who reenlisted	43.1
Number of enlisted men serving under "continuous service"	5,248

Table showing the number of applications, rejections, and enlistments at recruiting stations.

Stations.	Applicants for enlistment.	Applicants rejected.		Applicants rejected whose disqualifications were waived.	Applicants accepted who failed to enlist.	Applicants enlisted.
		Physical defects.	Other causes.			
Aberdeen, S. Dak.	18	9		1		10
Aberdeen, Wash.	2		2			
Akron, Ohio	50	24	2	1	1	24
Alexandria, La.	18	6	5			7
Albany, N. Y.	59	46	2	2		13
Allegheny, Pa.	98	66	3	1		30
Allentown, Pa.	32	20	4		1	7
Altoona, Pa.	11	9				2
Ardmore, Ind. T.	35	5	4	1	5	22
Austin, Tex.	12	8			2	2
Baltimore, Md.	1,514	580	505	23	35	417
Bay City, Mich.	9	5		1		5
Bellingham, Wash.	14	5	4			5
Bemidji, Minn.	6		3			3
Bethlehem, Pa.	9	3	6			
Binghamton, N. Y.	59	44	5	3	1	12
Bloomington, Ill.	43	28		1	4	12
Boston, Mass.	2,154	941	114	4	155	948
Brainerd, Minn.	6	2			1	3
Bridgeport, Conn.	22	20			2	
Buffalo, N. Y.	918	541	56	10	45	286
Burlington, Vt.	5	3	2			
Burlington, Iowa	4	1		1	1	3
Butte, Mont.	26	14	4			8
Canton, Ohio	30	11			10	9
Cavite Naval Station, P. I.	128	26	1			101
Cedar Rapids, Iowa	13	3				10
Charleston (S. C.) Navy-Yard	48	20	1	1	1	27
Charleston, W. Va.	19	15				4
Chattanooga, Tenn.	69	24	9	1	9	28
Cheyenne, Wyo.	12	1	3		1	7
Chicago, Ill.	3,895	1,193	1,691	6	117	900
Cincinnati, Ohio	1,063	579	160	9	67	266
Cleveland, Ohio	461	261	40	1	15	146
Clinton, Iowa	12	5			1	6
Colorado Springs, Colo.	18	6			4	8
Columbus, Ohio	103	41	22	1	11	30
Dallas, Tex.	126	56	7		15	48
Danbury, Conn.	8	3				
Davenport, Iowa	59	30			4	25
Dayton, Ohio	61	27			7	27
Deadwood, S. Dak.	13	5	1		1	6
Denver, Colo.	285	118	13	2	11	145
Denison, Tex.	36	12	3	4	7	18
Des Moines, Iowa	49	19	3		5	22
Detroit, Mich.	373	184	39	1	11	140
Dubuque, Iowa	13	9	1	1	1	3
Duluth, Minn.	14	9	1			4
Eau Claire, Wis.	23	12		2	1	12
Elmira, N. Y.	49	29		3	2	21
Evansville, Ind.	43	20	1		7	15
Fall River, Mass.	17	15				2
Fargo, N. Dak.	3	3				
Fitchburg, Mass.	1	1				
Fort Collins, Colo.	8	3	1			4
Fort Smith, Ark.	34	10	5	1	3	17
Fort Wayne, Ind.	70	39			5	26
Fort Worth, Tex.	84	34	1	1	11	39
Frankfort, Ky.	21	13		2		10
Galveston, Tex.	20	6	5	1	1	9
Grand Forks, N. Dak.	2	1				1
Grand Rapids, Mich.	32	24	1	2	3	6
Great Falls, Mont.	10	7	1			2
Greenville, Miss.	12	4		1		9
Guthrie, Okla.	43	17	4	1	1	22
Hagerstown, Md.	5	4				1
Harrisburg, Pa.	11	4				3
Hartford, Conn.	452	118	137		99	98
Hastings, Nebr.	11	4	4			3
Helena, Mont.	12	5	2			5
Houston, Tex.	28	6	2	1	4	17
Huntington, W. Va.	7	5				2
Hutchinson, Kans.	9		1		3	5
Indianapolis, Ind.	147	229	20	6	27	177
Jackson, Mich.	13	9			1	3
Jackson, Tenn.	20	7	5		1	7
Joplin, Mo.	92	12	6		16	28
Kalamazoo, Mich.	12	6			2	4

Table showing the number of applications, rejections, and enlistments at recruiting stations—
Continued.

Stations.	Applicants for enlistment.	Applicants rejected.		Applicants rejected whose disqualifications were waived.	Applicants accepted who failed to enlist.	Applicants enlisted.
		Physical defects.	Other causes.			
Kansas City, Mo.....	949	409	161	1	39	341
Keokuk, Iowa.....	48	26	3	2	3	18
Knoxville, Tenn.....	35	15	6		3	11
La Crosse, Wis.....	17	9	1		1	6
Lancaster, Pa.....	23	15			2	6
Lima, Ohio.....	41	20	1		3	17
Lincoln, Nebr.....	55	24	2		10	19
Little Rock, Ark.....	31	12	2	1	3	15
Louisville, Ky.....	278	118	26	3	7	130
Lowell, Mass.....	11	8			2	1
Madison, Wis.....	2	1				1
Manchester, N. H.....	22	17		1	1	5
Mansfield, Ohio.....	29	15		1	2	13
Mauch Chunk, Pa.....	8	2	6			
Memphis, Tenn.....	24	12	2	1	3	8
Milwaukee, Wis.....	778	183	376	2	37	184
Minneapolis, Minn.....	732	249	31	1	109	304
Muncie, Ind.....	40	23		1	4	14
Muscatine, Iowa.....	14	10				4
Nashville, Tenn.....	78	33	13	4	8	28
Newark, N. J.....	172	116	27	4	1	32
New Haven, Conn.....	33	30				3
New Orleans, La.....	241	84	52	1	11	96
New York (South street).....	3,659	2,057	608	5	110	889
New York (West street).....	2,030	989	486	1	84	472
Oklahoma City, Okla.....	107	26	10		8	68
Omaha, Nebr.....	550	204	42	3	42	265
Oshkosh, Wis.....	9	9				
Pensacola (Fla.) navy-yard.....	45	8	12			25
Peoria, Ill.....	31	18			2	11
Philadelphia, Pa.....	3,309	1,643	1,154	15	56	471
Pittsburg, Pa.....	159	107	9	3	6	40
Plattsburg, N. Y.....	4	4				
Port Huron, Mich.....	9	7				2
Portland, Oreg.....	29	15				14
Portland, Me.....	11	8	3	1		
Port Royal (S. C.) naval station.....	27	7	4			16
Portsmouth (N. H.) navy-yard.....	85	37	2		3	43
Pottsville, Pa.....	9	3	5			1
Providence, R. I.....	1,142	466	171	1	159	347
Pueblo, Colo.....	80	26	16		3	35
Quincy, Ill.....	13	6	1		1	5
Reading, Pa.....	117	48	42	1	5	23
Rochester, N. Y.....	155	89		1	13	54
Rockford, Ill.....	36	23	4	2		11
Saginaw, Mich.....	14	10	1		2	1
San Antonio, Tex.....	82	30	5	4	3	48
San Francisco, Cal.....	668	332		5	23	318
Seranton, Pa.....	26	19		1		8
Seattle, Wash.....	221	73	34		7	107
Spokane, Wash.....	77	23	26		4	24
Shawnee, Okla.....	17	7				10
Sioux City, Iowa.....	24	11			2	11
Sioux Falls, S. Dak.....	4	2				2
South Bend, Ind.....	25	17			1	7
Springfield, Mass.....	17	15			1	1
Springfield, Mo.....	22	10	2	1	2	9
Springfield, Ohio.....	17	13			1	8
Syracuse, N. Y.....	78	55	5	1	4	15
St. Cloud, Minn.....	8	4			2	2
St. Joseph, Mo.....	83	37	24			22
St. Louis, Mo.....	1,407	657	17	3	188	548
St. Paul, Minn.....	34	16	4		6	8
Superior, Wis.....	6	5				1
Tacoma, Wash.....	6	2	3			1
Tamaqua, Pa.....	3	1	2			
Terre Haute, Ind.....	40	28	3	2	2	9
Toledo, Ohio.....	84	39	10			35
Topeka, Kans.....	17	10	1			6
Torpedo Station, Newport, R. I.....	25	4		3		24
Trenton, N. J.....	45	36			1	8
Trinidad, Colo.....	6	6				
Troy, N. Y.....	90	57	17	3	1	18
Utica, N. Y.....	40	24	1		4	11
Vicksburg, Miss.....	7	1	2		2	2
Waco, Tex.....	26	5	4	1	1	17
Wahpeton, N. Dak.....	15	8			2	5
Washington, D. C.....	518	246	3	36	9	296

Table showing the number of applications, rejections, and enlistments at recruiting stations—Continued.

Stations.	Applicants for enlistment.	Applicants rejected.		Applicants rejected whose disqualifications were waived.	Applicants accepted who failed to enlist.	Applicants enlisted.
		Physical defects.	Other causes.			
Wheeling, W. Va	18	9	2			7
Wichita, Kans	36	14	1		1	20
Wilkesbarre, Pa	19	15			1	3
Wilmington, Del	25	21			1	3
Worcester, Mass	128	49	23		39	17
Yankton, S. Dak	6	4		1		3
Yokohama (Japan) naval hospital ..	2	1		1		2
Youngstown, Ohio	15	10	1			4
Total	32,896	14,911	6,381	214	1,789	10,029

Table showing the number of applications, rejections, and enlistments from ships.

Ships.	Applicants for enlistment.	Applicants rejected.		Applicants rejected whose disqualifications were waived.	Applicants accepted who failed to enlist.	Applicants enlisted.
		Physical defects.	Other causes.			
Adams	19	3				16
Alabama	25	2	2		1	20
Albatross	37	9		3	4	27
Arkansas	8				2	6
Baltimore	11				1	10
Boston	8		1			7
Brooklyn	18	11		1	1	7
Charleston	9	2		1	2	6
Chattanooga	3					3
Chauncey	3					3
Chicago	31	8	1		1	21
Cincinnati	6					6
Colorado	5					5
Columbia	21	7	3		1	10
Concord	3					3
Constellation	201	36		1	2	164
Denver	8	3	1			4
Des Moines	2	2				
Dixie	1					1
Dolphin	22	9	2	1	1	11
Dubuque	4	1				3
Eleano	13					13
Fish Hawk	13	1				12
Florida	2					2
Franklin	544	288	3	31	19	265
Frolic	2					2
Galveston	2					2
Glacier	1					1
Hancock	4,316	574	2,851	59	18	932
Hartford	194	18	6	3	5	168
Hist	1					1
Hopkins	1					1
Illinois	12					12
Independence	232	45		1	2	186
Indiana	8		4			4
Iowa	16	2		1		15
Kearsarge	28	7	2	2	3	18
Kentucky	3	4			6	3
Lancaster	270	87	30	17	5	165
Lawton	1					1
Maine	15					15
Marblehead	2					2
Maryland	24	5	1		6	12
Massachusetts	18	4		1	4	11
Mayflower	5					5
Minneapolis	8	1	1			6
Missouri	3		1			2
Mohican	21	2	1			18
Monadnock	8					8
Ships, Naval Academy	17	2				15
Nevada	7		1			6
Newark	4	1	1			2
Newport	2					2
Nicholson	2					2

Table showing the number of applications, rejections, and enlistments from ships—Contd.

Stations.	Applicants for enlistment.	Applicants rejected.		Applicants rejected whose disqualifications were waived.	Applicants accepted who failed to enlist.	Applicants enlisted.
		Physical defects.	Other causes.			
Ohio.....	21					21
Olympia.....	3	1		1		3
Oregon.....	6					6
Paragua.....	1					1
Pennsylvania.....	11	1			1	9
Pensacola.....	102	14	2	5	2	89
Perry.....	24	7			2	15
Philadelphia.....	248	26	2	4	8	216
Princeton.....	2					2
Quiros.....	6					3
Rainbow.....	39					39
Raleigh.....	13				2	11
Rhode Island.....	8					8
Scorpion.....	12	7	1	1		5
Southery.....	6					6
Supply.....	7	1			1	5
Sylph.....	2	1		1		2
Tacoma.....	1					1
Texas.....	16				1	15
Vesuvius.....	4					4
Villalobos.....	8		5			3
Wabash.....	214	39	8	21	5	183
West Virginia.....	17	3			2	12
Wilmington.....	3					3
Wisconsin.....	8					8
Wolverine.....	400	373	70		73	384
Worden.....	2					2
Yankee.....	5					5
Yankton.....	1					1
Other ships.....	85					85
Total ships.....	8,022	1,607	3,000	155	181	3,389
Total stations.....	32,896	14,911	6,381	214	1,789	10,029
Grand total ships and stations.....	40,918	16,518	9,381	369	1,970	13,418

TRAINING OF ENLISTED PERSONNEL.

Apprentice seamen.—The system of training apprentice seamen, as described in the Bureau's last annual report, has progressed favorably and is turning out an excellent class of men.

The returns this year still show a large percentage of desertions in the rating of coal passer. With a view to improving this condition all recruits without trades or previous experience as coal passers are now enlisted as apprentice seamen. After a stay of four months at a training station those qualified are transferred to the regular service in the ratings of ordinary seamen, or coal passers, as they may prefer, provided, should the rating of coal passer be chosen, they have the necessary physical qualifications.

While the Bureau is still of the opinion that a longer instruction period at training stations would result advantageously to the service as well as to the recruit, the pressing need for men in the fleet requires that further training be received in the regular service.

At present there are at Newport under instruction 1,480 apprentice seamen; at Norfolk about 609, and at San Francisco 272.

Seaman gunner class.—The accommodations for men under instruction in this class are taxed to the utmost—in winter at the Gun Factory, Washington Navy-Yard, and in the summer at the Torpedo Station, Newport, R. I., the course at each place taking twenty weeks.

There are four classes each year, two commencing in Newport May

1 and July 1 and finishing in Washington; the other two commencing in Washington October 1 and December 1 and finishing at Newport.

The number of men who qualified as seamen gunners during the past year was 136, and on June 30, 1906, there were 142 men under instruction.

The electrical class.—There were 181 men who completed the course in this class the past year. At the end of the fiscal year there were 111 men under instruction.

The Navy is very much in need of the services of specially trained electricians, and the two schools, one at the navy-yard, New York, and the other at Mare Island, Cal., do not supply the demand.

Yeoman class.—Men are still fitted for clerical work in the naval service at two schools, one on the U. S. S. *Franklin*, navy-yard, Norfolk, Va., and the other at the training station, San Francisco. There are now 57 men under instruction.

Machinist class.—The Bureau believes that opportunity for advancement should be given to those apprentice seamen who elect to perform duty in the fire room and engine room, so that, with those who remain in the seaman branch, they may ultimately be available for commissioned rank. With the object of giving such men necessary shop experience to fit them for machinist's duties a class will soon be assembled at the Norfolk Navy-Yard for a course of instruction extending through ten to twelve months. Only men serving under reenlistment who had an average of 75 per cent in mechanical ability will be assigned to this class.

Artificer class.—This class has continued to supply the ships with trained mechanics, and though there is but one class at present at the navy-yard, Norfolk, Va., the number completing the course has been about equal to the demand.

One hundred and thirty-nine men were assigned to general service from this class during the past year and 68 men are now under instruction.

Submarine boat crews.—A few men are kept under training in these boats.

The applications for assignment to this duty far exceed the number who could be accommodated or who are necessary to man all our submarine boats built or building.

Discharges, retirements, and deaths.

Discharged with honorable discharge, expiration of enlistment	4,419
Discharged with ordinary discharge, expiration of enlistment	728
Discharged with ordinary discharge, expiration of enlistment, not recommended for reenlistment	147
Discharged with dishonorable discharge	856
Discharged with bad conduct	492
Discharged for physical disability	717
Discharged for inaptitude	165
Discharged for unfitness	7
Discharged for illegal enlistment	11
Discharged as undesirable	823
Discharged by Executive order	4
Cancellation of enlistment	48
Retired after thirty years' service	29
Deaths	255
Total	8,701

Good-conduct medals.

Number of enlisted men who hold—	Men.	Medals.
One medal.....	790	790
Two medals.....	318	636
Three medals.....	142	426
Four medals.....	65	260
Five medals.....	45	225
Six medals.....	18	108
Seven medals.....	9	63
Eight medals.....		
Nine medals.....	1	9
Ten medals.....	11	110
Total.....	1,399	2,627

BARRACKS FOR RECRUITS.

The recent naval appropriation bill provided for the erection of barracks for recruits at the new training station, Great Lakes. As soon as the plans can be submitted and approved, the actual work of construction will begin, and it is expected that the station will be in readiness for the reception of recruits in about two years.

It is recommended that special efforts be made to have the present tentative training station at St. Helena recognized and a small amount of money for the maintenance of the place allowed. The station is of the utmost importance, as far as the enlisted personnel is concerned, and should be given every consideration.

It is also deemed advisable to provide accommodations at the naval station, Port Royal, S. C., for an emergency training station, in the event of an epidemic at one of the regular stations, and an appropriation is recommended for this purpose.

RETIRED LIST—ENLISTED MEN.

There were 29 men retired during the past year, making the total number of enlisted men on the retired list June 30, 1906, 173, as follows:

Chief masters at arms.....	20	Master at arms, second class.....	1
Chief boatswains' mates.....	20	Boatswains' mates, second class....	3
Chief gunners' mates.....	6	Gunners' mates, second class.....	5
Chief quartermasters.....	9	Quartermaster, second class.....	1
Chief machinists' mates.....	12	Machinists' mate, second class.....	1
Chief carpenters' mates.....	4	Oilers.....	3
Chief commissary stewards.....	3	Coxwains.....	4
Chief yeomen.....	8	Gunners' mate, third class.....	1
Hospital steward.....	1	Quartermasters, third class.....	2
Bandmaster.....	1	Coxwains to commander in chief...	3
Master at arms, first class.....	3	Hospital apprentices, first class....	2
Boatswains' mates, first class.....	9	Seamen.....	6
Gunners' mates, first class.....	2	Firemen, first class.....	10
Quartermasters, first class.....	5	Musicians, first class.....	2
Boiler maker.....	1	Ship's cooks, first class.....	8
Machinists' mates, first class.....	5	Ship's cook, third class.....	1
Sailmakers' mates.....	3	Stewards to commandants.....	3
Water tenders.....	3	Wardroom steward.....	1
First musician.....	1		

The provision of law enacted during the year which permits service in the Army and Marine Corps to be counted by those in the Navy for

the purpose of retirement will prove beneficial to deserving men, and it is to be hoped that the legislation still pending relating to retirement of men of the Navy may also become a law.

CERTIFICATES OF BIRTH.

The current naval appropriation act contains the following provision:

That no part of this appropriation shall be expended in recruiting seamen, ordinary seamen, or apprentice seamen unless a certificate of birth or written evidence, other than his own statement, satisfactory to the recruiting officer, showing the applicant to be of age, required by naval regulations, shall be presented with the application for enlistment.

The observance of this requirement has reduced enlistments of seamen, ordinary seamen, and apprentice seamen about 30 per cent. Few men who desire to enlist can produce, at short notice, "a certificate of birth or written evidence," not based upon their own statements, showing their precise age. Naturally every man intelligent enough to be wanted in the Navy knows his own age, but the majority of them when away from home can not confirm such knowledge by written evidence that is worth anything.

No State or Territory of the United States at the present time possesses a complete registration of births. It is estimated by the Director of the Census that in none of them registration reaches 90 per cent of the births, and this standard has been attained only in recent years. Registration is most complete in California, Colorado, Connecticut, the District of Columbia, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, South Dakota, and Vermont, but even in these States it is probable that such information could not be obtained in more than 75 per cent of the actual cases; in all other States the records are still more imperfect.

Such are present conditions. Carrying the inquiry back eighteen or more years, to the date of birth of men now seeking to enlist in the Navy, a worse state of affairs is found. In a communication upon this subject the Director of the Census says:

The statements made above will indicate the probability, in most cases, that there was very little satisfactory registration of births as far back as the year 1886.

This explains the serious falling off in enlistments under the statute above quoted. Given time enough, perhaps a majority of the men seeking to enlist could obtain the paper evidence called for by this statute, but to a considerable portion of them the requirement stands as a bar. Men who have left their homes seeking employment can rarely afford to await the slow and uncertain results of a search of any registration records that may have existed in their native States when they were born. Although admitted to other vocations, they find the Navy closed to them. The matter is one of grave public concern on account of the embarrassment to the service on the one hand, and, on the other, the denial of the privilege of enlistment to a worthy and desirable class of citizens.

This statute has, by crippling enlistments in the Navy, caused a more serious evil than that which it was intended to cure. It was directed against enlistment of boys under age. Such enlistments are not desired by the Navy, and the Bureau has been zealous in the endeavor to reduce them to a minimum. That it has been reasonably

successful in this direction appears from the records, which show the enlistment during the past year of about 8,000 men as apprentices and seamen, of whom but a small percentage have turned out to be under age.

In view of the foregoing considerations, the modification or repeal of this statute, which has proven prejudicial to the best interests of the service and disadvantageous to the men it affects, is recommended. It is suggested that inasmuch as a boy of 17 is, if otherwise qualified, a competent witness in any court his oath, in connection with the report of the recruiting officer and the careful physical examination made by the examining medical officer, should be accepted as sufficient.

ENLISTED PERSONNEL.

Citizenship of enlisted force.—In connection with the subject of reenlistments and desertions, the Bureau desires to invite critical attention to the tables herein showing in detail the increase in the number of Americans among the enlisted force of the Navy.

Of nearly 10,000 petty officers in the Navy 96 per cent are citizens of the United States, the percentage in 1905 being 95; of the enlisted men, other than petty officers (some 22,000), 91.7 per cent are citizens of the United States, the percentage in 1905 being 90.5; and of the total enlisted force of the Navy (32,163) 93.1 per cent are citizens of the United States, the percentage in 1905 being 91.8.

For some time past the Bureau has not permitted men to enlist who have simply declared their intentions to become citizens, the only exception to full citizenship being the messmen branch. This showing of citizenship of the enlisted personnel of the Navy is one which the Bureau believes will be fully appreciated when it is known that the remaining 6.9 per cent is made up of men in the messmen branch and natives of the Philippines, Guam, and Samoa in the insular force, and not from Europeans.

The Bureau has for some years been endeavoring to shape conditions so that the United States Navy will be composed entirely of citizens of the United States. This purpose to have a purely American Navy has nearly been accomplished, and the Bureau expects that further improvement will result should its recommendations for increase pay for reenlistments be adopted. Extra pay of \$5 per month for the second period of service following a period terminated by expiration of enlistment, and \$3 a month for each subsequent period of service, is intended to be offered as an inducement for men to reenlist even though their service is not continuous under present regulations, and to be independent of the benefits conferred by continuous service. This recommendation is based on the ground that a man who has served the first enlistment and had the benefit of drill and training for that time is worth at least \$5 a month more than the recruit who enlists for the first time.

The pecuniary advantages which the Bureau recommends have been preceded by the establishment of a system of home ports for the ships of the battle fleet, which is producing contentment and greater possibilities for a normal life. Ships go to their home ports for varying periods once and generally twice during the year, and ample opportunity is given the men to visit their homes and to obtain recreation among home surroundings.

Another gratifying fact is shown in the tables, that of the total number of men who were recommended for reenlistment, 43.1 per cent reenlisted in the Navy during the past year. With the expected continued improvement in this respect, 50 per cent of the enlisted force of the Navy will in a short time be trained men who have served one or more enlistments. It is a pleasure to note that the number of men serving under continuous service is now 5,248, an increase of 351 over the previous year, or a gain of about 7 per cent. The small but steady increase in the percentage of citizenship of the petty officers and men of the Navy is one of the best answers to the different complaints sometimes made as to conditions in the service. That this improvement in percentage of citizenship is gradual and healthy shows an improving appreciation of the advantages offered by the Navy as a permanent vocation.

The Bureau is confident that the pecuniary advantages recommended and the increased contentment resulting from the establishment of home ports will tend to greatly increase the number of men who reenlist in the Navy and make it their life work.

Citizenship.

	Native born.	Naturalized.	Aliens declared intentions.	Aliens resident in United States.	Aliens non-resident in United States.	Natives of Porto Rico.	Natives of Guam.	Natives of Samoa.	Natives of the Philippines.	Total.
Petty officers.....	7,502	1,982	296	47	.....	4	2	4	37	9,874
Other rates.....	18,941	1,514	709	329	461	16	26	67	226	22,289
Total.....	26,443	3,496	1,005	376	461	20	28	71	263	32,163

Percentage of citizenship.

Petty officers (9,874):

Native born.....	78
Naturalized.....	20
Declared intentions.....	3
Aliens resident in United States.....	.5
Aliens nonresident in United States.....	
Natives colonial possessions.....	.5
Citizens of the United States.....	96

Enlisted men other than petty officers (22,289):

Native born.....	85
Naturalized.....	6.7
Declared intentions.....	3.2
Aliens resident in United States.....	1.5
Aliens nonresident in United States.....	2.1
Natives colonial possessions.....	1.5
Citizens of the United States.....	91.7

Citizenship of the total enlisted force (32,163):

Native born.....	82.2
Naturalized.....	10.9
Citizens of the United States.....	93.1

DESERTIONS.

The desertions occurring from the naval service have been a matter of constant consideration by the Bureau and the Department for years, and, as in the past, every effort has been made to remove causes of discontent and to improve the conditions on shipboard. The Bureau

adheres to its conviction previously expressed on this subject that the greater number of desertions are due to qualities innate in a certain proportion of the men themselves—principally the desire for change which is shown by the same roving spirit in unskilled shore occupations, and partly due to either disappointment in not realizing a roseate conception of naval life, or from temporary dissatisfaction with existing conditions of the service.

The living and messing arrangements for men on board our ships are far superior to those of any other nation, and there are incidental comforts unknown to others, such as steam heat in cold and wet weather, fresh water for washing and scrubbing clothes, and a general mess and commissary store system providing good fare and the small luxuries. It is interesting to note in this connection that by far the largest number of desertions during the past year have occurred from the large armored cruisers, where the space and comforts given the men are greater than in any other vessels of the Navy, and that among the vessels having the smallest number of desertions are the old type *Iowea* and *Indiana*, which insure much less comfort to the men serving in them.

The Bureau has considered the question of pay for the different ratings in the service as compared to similar occupations on shore, and does not believe that a general increase for the first period of service would much affect the number of desertions. It is true that the daily rate of pay for similar occupations on shore is greater than in the Navy, but account must be taken of the fact that on shore men are not employed every day in the month, and sometimes are sick or lay off on days for which they are not paid. Considering the benefits held by the men of the service, such as retirement, medical attendance, and the fact that the Government feeds them on the allowed ration of 30 cents per day, or its equivalent, the situation of the blue jacket may reasonably be said to be at least as good as his brother on shore. It is true that when men are on leave they are often offered inducements for employment which seem to them in the wage per day to be much more than they are getting; and these attractive offers are, no doubt, responsible for many desertions. Comparing the pay of the different branches within the service it is important to note that the greatest proportion of desertions occur in the highest paid branch. The average pay of the engine-room complement of our ships is about \$33 per month, or about \$10 per month more than the average pay of the seaman branch. Were pay a paramount consideration this condition would be reversed.

It appears that the duties of the engine-room force, or at least the necessary apprenticeship in its lower rate, that of coal passer, are not attractive to the greater number of young Americans, yet this duty for a limited period is a necessity for those who later will have positions of responsibility in the engine and fire rooms. The Bureau has endeavored to remove this feeling and prevent mistakes due to an incorrect idea of the duties of coal passer and the higher ratings of the fire-room force by allowing the necessary number of apprentice seamen to choose that branch after their preliminary training, provided they are heavy and strong enough for the labor demanded, and by making it now possible for men to be promoted through the rates of coal passer and fireman, second class, to fireman first class, after proving their efficiency in each rate. This change in method of keeping the engine and fire room complement supplied has proved beneficial.

The Bureau has considered the proposition which has been several times advanced to have a preliminary short-term enlistment of about one year for the purpose of giving men an opportunity to see if they are suited to the conditions of naval life, and to allow them their discharge at the end of one year if they find that they are not. This has been presented a number of times with good arguments, for the purpose of preventing desertions among those who have made a mistake in choosing their vocation, and as a means of providing a reserve of men who have been trained one year. The Bureau, after mature consideration of the advantages of a short-term enlistment, is strongly of opinion that it would not be beneficial to the service as a whole. Such a system could very likely be carried out on shore where service in fixed localities gives opportunity to consistently carry out this scheme, and where men may be trained in less time than is considered necessary for the Navy. The constant changes of position of naval vessels due to varying conditions of service, their frequent remoteness from any place where men could be discharged without great expense to the Government, and the comparatively large number of men in their first enlistment now on board our ships, would, in the opinion of the Bureau, preclude the adoption of this system. In addition, it is considered that the time and cost of one year's training of the considerable number of men who would wish their discharge would be wasted to the Government, for satisfactorily trained men-of-war-men can not be turned out in one year. The Bureau is strongly of opinion that the four-year enlistment is best suited to our Navy, considering the necessary amount of preliminary training and the demands of foreign service.

With a view to retaining the best men in the service and furnishing additional inducements for them to make the service their life work, the Bureau makes the following recommendations: First, that combined with the present rigid system of enlistment, the undesirable men be rigorously weeded out; second, that inducements for reenlistment be offered as follows: An increase of \$5 a month in pay for the second period of service and \$3 per month additional for each subsequent period of service, the reenlistments not necessarily being continuous, but each period of service to be terminated by expiration of enlistment; third, it is further recommended that men who have served three enlistments be privileged to place their names on the list of civil-service appointees, without examination, in occupations for which their service in the Navy and their reports of efficiency show them to be fitted. The last proposition has already been presented to the Department in a modified form. The remedies proposed by the Bureau will, it is believed, tend to further reduce desertions from the naval service and to retain and increase the number of men who make the service their real occupation.

The Bureau has made every effort to weed out the unworthy; 823 men were discharged during the year as undesirable and 175 for inaptitude, while the dishonorable and bad-conduct discharges amounted to 1,348. The total loss from the service during the fiscal year, due to discharges, desertions, deaths, and retirements, was 12,699 men, and as the Navy was 4,837 men short at the end of the year, there were thus about 17,500 vacancies in its authorized enlisted strength. Since 40,918 men applied for enlistment, it may be seen how many more

applicants seek enlistment each year than are needed. It should be noted that the percentage of rejections from physical and other causes is very great.

During the past year there has been a slight increase in the percentage of desertions, which, it is believed, is due to the unusual prosperity of the country and the greater demand for labor, and, perhaps, partly to the fact that the method of reporting and recording desertions have been much more exact in the past year than ever before. The closest scrutiny of available records fails to show any specific cause for desertion; vessels where desertion might be expected to be least have during the past year shown the greatest number, and other vessels where the accommodations and conditions are not favorable to contentment show a gratifyingly small number of desertions. This is plainly shown by a scrutiny of the table of desertions from ships and stations which follows this paragraph.

Considering the fact that a very large number of new ships have been placed in commission under conditions making the work at the beginning of the cruise extremely arduous, and that the demands upon the Navy for quick and exacting service during the past year have been frequent, the Bureau feels that the conditions pertaining to our enlisted force are gratifying, and it is believed that when normal conditions obtain a reduction in desertion will result.

Number of men absenting themselves from ship or station without authority ..	4, 867
Number of men voluntarily returning to service	638
Number of men apprehended	488
 Total number apprehended or surrendered	 1, 126
 Total number of absentees on June 30, 1906	 3, 741
Number of those apprehended, convicted of desertion	257
 Number of deserters for fiscal year ending June 30, 1906	 3, 998
Percentage of deserters, based on 44,222, whole number of enlisted men in service during the year	9.04

Desertions, by ships and stations.

Active	2	Culgoa	5
Alabama	81	Dale	2
Albatross	29	Davis	1
Amphitrite	8	Decatur	2
Arkansas	12	Denver	20
Atlanta	5	Des Moines	22
Baltimore	8	Detroit	1
Bennington	3	Dixie	9
Blakely	6	Dolphin	9
Boston	36	Don Juan De Austria	2
Brooklyn	42	Dubuque	18
Callao	2	Dupont	3
Celtic	10	Eagle	4
Charleston	164	Elcano	12
Chattanooga	24	Farragut	2
Chauncey	4	Fish Hawk	7
Chicago	77	Florida	8
Cincinnati	4	Fortune	3
Cleveland	18	Fox	1
Colorado	128	Frolic	1
Columbia	51	Franklin ^a	461
Concord	29	Galveston	36
Constellation ^a	347	Glacier	10

^a Receiving ships.

Desertions, by ships and stations—Continued.

Hancock ^a	178	Piscataqua	3
Hartford	4	Potomac	5
Hist	1	Preble	11
Hopkins	13	Princeton	29
Hull	3	Quiros	3
Illinois	73	Raleigh	5
Independence ^a	114	Rainbow	3
Indiana	32	Reserve Torpedo Flotilla	15
Iowa	50	Rhode Island	66
Iroquois	5	Scorpion	5
Kearsarge	48	Solace	18
Kentucky	62	Sotoyoma	1
Lancaster	63	Southery	3
Lawrence	14	Stewart	3
Lawton	26	Stranger	3
Louisiana	19	Stringham	1
Macdonough	6	Supply	12
Maine	64	Tacoma	23
Marblehead	36	Terror	2
Marietta	6	Texas	18
Maryland	182	Triton	1
Massachusetts	29	Truxton	6
Massasoit	1	Uncas	1
Mayflower	39	Vesuvius	6
Minneapolis	23	Villalobos	2
Missouri	86	Virginia	23
Mohican	3	Vixen	2
Monadnock	8	Wabash	46
Nashville	15	Wasp	2
Naval Academy	5	West Virginia	178
Nevada	6	Wilmington	3
Newark	10	Wisconsin	8
New Jersey	19	Wolverine	9
Nicholson	9	Wompatuck	2
Nina	6	Worden	7
O'Brien	4	Wyoming	2
Ohio	22	Yankee	3
Olympia	11	Yankton	9
Oregon	14	Navy-yard, Portsmouth, N. H.	1
Osceola	1	Torpedo station, Newport, R. I.	2
Paducah	6	Naval Home	5
Pampanga	3	Navy-yard, Washington, D. C.	3
Paul Jones	13	Navy-yard, Pensacola, Fla.	6
Pennsylvania	152	Naval station, New Orleans, La.	6
Pensacola ^a	165		
Perry	4		
Philadelphia ^a	54	Total	3,998

NAVAL, MARINE, AND MILITARY CELEBRATION AT JAMESTOWN, VA.

The act of March 3, 1905, providing for a celebration in the vicinity of Jamestown, Va., to commemorate the birth of the American nation and for other purposes, directed that there should be an international naval, marine, and military celebration on or near the waters of Hampton Roads beginning May 13, 1907, and ending not later than November 1, 1907. This act appropriated \$125,000 to be expended by the commander in chief of the Atlantic Fleet under the supervision of the Secretary of the Navy.

The Department ordered a board consisting of Rear-Admiral P. F. Harrington, U. S. Navy (retired), the Chief of Staff of the Atlantic

^a Receiving ships.

Fleet, and the Assistant Chief of Bureau of Navigation, to prepare plans for the part which the United States Navy shall take in the coming celebration, and in the reception and entertainment of the foreign men of war. Rear-Admiral Harrington has been assigned to duty as the Department's representative with the Jamestown Exhibition, and will attend to all details in which the Navy Department is interested.

The tentative plans so far made contemplate a participation by the Atlantic Fleet of vessels which can be spared from time to time without interfering with the drills of the fleet; the use of certain ships in reserve or in commission not belonging to the Atlantic Fleet for the purpose of giving citizens an opportunity to examine naval vessels; and the assignment of permanent moorings and anchorages for our own and foreign vessels, and the regulation of the traffic in the waters adjacent to the exposition. Naval events, races, sports, etc., will be arranged by the exposition authorities, and prizes will be given.

The naval exhibit will include illustrations of the changes in vessels, arms, projectiles, etc., from the time of the settlement of Jamestown, and one old type monitor will be fitted up as originally built and moored near the exposition grounds with probably one of the latest type monitors to show the changes in that class of vessel. Club houses will be built for officers and enlisted men of our own and foreign fleets and every arrangement made for the comfort and amusement of the visiting foreigners.

NAVAL MILITIA AND NATIONAL NAVAL RESERVE.

The bill (H. R. 10858) to increase the efficiency of the naval militia of the several States has passed the House of Representatives and is now before the Senate. It is hoped that this bill will become a law before the end of the next session of this Congress and that it will place the Naval Militia on a permanent and efficient status. The duties of the Naval Militia in officering and manning the Navy coast-signal service and local floating torpedo and other defenses are of the greatest importance to the country. These duties will certainly demand all the officers and men who can be trained in the several States, and none of these should ordinarily be drafted for service in the seagoing fleet.

For the purpose of providing a reserve of trained men for the seagoing fleet and to meet the demand due to expansion in time of war, a national naval reserve is urgently needed. To provide this the Bureau recommends that Congress be urged to pass a bill authorizing a national naval reserve on lines suited to the needs of the Navy and the purposes of the Department. By furnishing proper inducements and giving the necessary training each year, it is believed that an efficient national naval reserve can easily be created and that it will in time of war meet a demand which it was found impossible to adequately supply during the Spanish war.

GUNNERY AND SMALL-ARMS TRAINING.

The system of gunnery training that has been in force since 1903 has proved so successful that it has been found desirable to make the tests of the efficiency of gun pointers and gun crews more rigid. Notwithstanding the increased severity of the conditions, the results of

the record target practice for the present year have shown a marked increase, not only in the general average of rapidity and accuracy of gun pointers, but also in the results obtained by each of the various types of guns now in service.*

This increase in efficiency is due to constant training in preparation for the competitive target practice under the new system, and also to improvements in ordnance, which the experience of the personnel afloat has shown to be necessary to efficiency. Based upon this practical experience, the mounts and gun gear of all important types of guns for new vessels have been redesigned to meet modern requirements, particularly the appliances for aiming heavy guns, which have been constructed upon new principles. All important ships have been supplied with new sights that have demonstrated their efficiency by actual firing.

In addition to the high degree of skill attained by gun pointers and gun crews, satisfactory progress has been made in training the commissioned personnel in the control of gun fire at long ranges, and it is expected that skill in this essential of naval marksmanship will be rapidly acquired with the improvement in sights and gun gear and ordnance in general.

The system of training applied to guns has produced similar results in firing torpedoes from all vessels armed with these tactically important weapons.

The revised instructions for small-arms training, combined with increased and improved facilities for small-arms target practice, have produced excellent results in stimulating competition throughout the fleet and increasing the general efficiency in this branch. The target range at the United States naval station, Guantanamo, Cuba, was so far completed during the past year that it was used by the crews of all the vessels of the Atlantic Fleet during the winter cruise. This range is one of the largest in the world, and, with a most advantageous location, probably affords greater facilities than any other for the rapid completion of a course of firing, there being about 170 targets so arranged that approximately 2,500 men can complete the prescribed course of firing in one day. During the present year it will be completed and established on a permanent basis.

The target range at the United States Naval Academy, Annapolis, Md., has recently been completed and has been used by the midshipmen with gratifying results, a large number having qualified and about twenty having won navy sharpshooter's medals. Improvements have been made in a number of the small-arms ranges mentioned in last year's report.

A number of subtarget gun machines have been supplied to the naval training station, Newport, R. I., the receiving ship *Franklin*, navy-yard, Norfolk, Va., and the Naval Academy, Annapolis, Md. These training appliances have proved so successful that they are being placed on board each vessel in the Navy, where they will be substituted for gallery practice, thus diminishing the cost and increasing the efficiency of training.

All of these increased facilities for small-arms practice have resulted in more men qualifying as marksmen during the past year than ever before.

The Department has again sent a rifle team to compete in the annual national competition, composed partly of members of last year's team

and partly of men selected from the vessels of the Atlantic Fleet. The high standing that has been won by the navy teams during the past years has excited considerable interest throughout the service, and competition for places on the team has been keen.

The service will be pleased to know that the navy team stood number five among the 41 teams competing; the first 6 being United States Infantry, United States Cavalry, Massachusetts, New York, United States Navy, and United States Marine Corps. Four out of these 6 teams were of the Army, Navy, and Marine Corps, which makes an excellent showing for the Navy and Marine Corps considering the closeness of the scores.

TORPEDO BOATS IN RESERVE.

The system established by the Bureau of keeping the smaller torpedo boats in reserve at Norfolk under a competent officer has been working as satisfactorily as can be expected. The personnel of the reserve flotilla is quartered on a ship in reserve and is constantly engaged in keeping the boats in good condition and in taking them out in turn for frequent trial of their machinery and torpedo equipment.

NAVAL INSTITUTE.

The Bureau desires to again express its appreciation of the value of the Naval Institute in the discussion of professional subjects and in the professional publications and pamphlets which it has published. Its work in producing professional books and pamphlets is of increasing value to the service. During the past year works on naval construction, navigation and nautical astronomy, engineering subjects, and revised editions of drill books have been issued.

ESTABLISHMENTS UNDER THE BUREAU.

These comprise the Office of Naval Intelligence, Naval Academy, Naval War College, Naval Home, naval districts, and the naval training stations. Capt. Seaton Shroeder was relieved in the Office of Naval Intelligence by Capt. R. P. Rodgers on April 18, 1906. Rear-Admiral J. H. Sands has continued as Superintendent of the Naval Academy throughout the year.

The Bureau is glad to state that the improvement in the cooperation between the War College, Office of Naval Intelligence, and the General Board continues, with the result that the reports and recommendations of the General Board are of increasing value to the service.

The administration of the Naval Academy by Rear-Admiral J. H. Sands has the Bureau's entire approval, the high scholastic efficiency and military tone of the student body having been admirably upheld. The disagreeable situation created at the Naval Academy by the disclosure of considerable hazing, and some instances of harsh treatment, was finally and effectually disposed of with a resulting improvement in discipline. Two divisions, composed of the *Minneapolis* (flag), *Denver*, *Des Moines*, and *Cleveland*, and the *Newark* (senior officer), *Arkansas*, *Florida*, and *Nevada* were assigned for the summer cruise of the midshipmen beginning in June.

The president of the Naval War College, Capt. (now Rear-Admiral) Charles S. Sperry, was relieved by Capt. John P. Merrell on May 24, 1906.

During the greater part of the year all training stations have been under the general supervision of Rear-Admiral Charles M. Thomas, U. S. Navy, with a resulting uniformity in the training and handling of recruits for the enlisted branch of the Navy.

The admirable bearing and general appearance of the apprentice seamen at the training stations and their efficiency after only four months' training have been so favorably commented on that the Bureau is encouraged to believe that as much is being done to turn out efficient men as the short time possible will allow.

If a large majority of these men will remain in the service it is not too much to say that no other navy can show an enlisted force of such good character and high efficiency.

ADDITIONAL ASSISTANTS TO THE BUREAU.

The Bureau renews its recommendation that two more assistants be authorized by law for the Bureau of Navigation, all assistants to have power to act with the authority of the Bureau in such matters as may be deputed to them by the Chief of Bureau, with the approval of the Secretary of the Navy. The increase in volume and importance of the work of the Bureau makes such provision a necessity.

The detail administrative work of the Bureau may be divided among the following heads:

The assignments and movements of ships, squadrons, and fleets, and the correspondence incident thereto; the detail of officers and the records of their service and proficiency, and the organization of courts, boards, etc.; the recruiting, transportation, assignment, discharge, and the records of the enlisted force, and the correspondence connected therewith. There should be at the head of each of these branches, into which the work of the Bureau is naturally divided, an assistant chief of bureau, with full authority to sign and act in accordance with the policy which the Chief of Bureau establishes. Under existing circumstances much of the time of the Chief of Bureau is spent in signing correspondence of comparatively unimportant character which has been prepared by subordinates, who alone are entirely familiar with the details involved.

If the Bureau were free from these details, more time could be given to matters of policy with which it is intrusted by the Department, as well as to questions of strategy, tactics, and war preparations.

It may not be amiss to say here that it is not the Bureau of Navigation alone in which additional assistants should be allowed, but the other bureaus as well. While the Bureau does not presume to say what number is needed, it is of opinion that the business of the Department would be facilitated if each bureau had as many as two assistants with power to act and sign on matters delegated by proper authority. The number considered necessary for the Bureau of Navigation is three. The authority to appoint these assistants will not involve any additional cost.

CLERICAL FORCE OF THE BUREAU.

The Chief of the Bureau wishes to invite the Department's attention to the disadvantageous position in which this Bureau and the Navy

Department generally is placed with regard to its clerical force when compared with the number and compensation of clerks in the other Executive Departments. Reports indicate that the rate of pay for the Navy Department is nearly the lowest of any of the Departments in Washington, and that for the volume of work performed the amount of the clerical force is neither sufficient nor on a par with other Departments. It may be also said that the Bureau of Navigation occupies a disadvantageous position in this respect even when compared with the other bureaus of this Department.

That the work of this Bureau and of the other bureaus and offices of the Navy Department does not fall behind is only due to the energy and faithful performance of duty on the part of the clerical force. That service in the Navy Department is not as desirable as in other Departments is shown by the fact that clerks trained there are sought by the other Departments and transferred with increased pay.

The Bureau suggests that a revision of the clerical staff allowed to each bureau of the Navy Department, as to the number and classification of clerks in connection with the amount of work, would be beneficial to the efficiency of the Navy Department, and might lead to an increase in compensation of the clerical force in this Department. It is necessary also to say that the space now available for the personnel and records of the Bureau is no longer sufficient.

Very respectfully,

GEORGE A. CONVERSE,
Chief of Bureau.

THE SECRETARY OF THE NAVY.

APPENDIX A. **MOVEMENTS OF VESSELS.**

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Abarenda (collier)				Collier service on Atlantic coast.
Accomac (tug)				Attached to the navy-yard, Pensacola, Fla.
Active (tug)				At the navy-yard, Mare Island, Cal.
Adams, Commander CHARLES B. T. MOORE, U. S. Navy, commanding.				Station ship, naval station, Tutuila, Samoa.
Adder				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Alleen				Loaned to the New York Naval Militia.
Ajax (collier)				At the navy-yard, Norfolk.
[Placed out of service Nov. 4, 1905, at Norfolk.]				
Alabama, Capt. WILLIAM H. REEDER, U. S. Navy, commanding. Relieved by Capt. SAMUEL P. COMLY, U. S. Navy, Dec. 21, 1905.				
	1905.	1905.	Knots.	
Provincetown, Mass.		July 12	239	Cruising in squadron.
Newport, R. I.	July 13	July 19	792	Do.
Annapolis, Md.	July 22	July 24	132	Do.
Hampton Roads, Va.	July 25	July 26	303	Do.
North River, N. Y.	July 29	Aug. 1	595	Do.
Bar Harbor, Me.	Aug. 3	Aug. 10	189	Do.
Boston, Mass.	Aug. 11	Aug. 15	51	Do.
Provincetown, Mass.	Aug. 15	Aug. 16	232	Do.
Narragansett Pier.	Aug. 18	Aug. 19	7	Do.
Newport, R. I.	Aug. 19	Aug. 25	30	Do.
Watch Hill, R. I.	Aug. 25	Aug. 28	253	Do.
Provincetown, Mass.	Aug. 30	Sept. 11	22	Do.
Target range, Cape Cod Bay.	Sept. 11	Sept. 20	22	Target practice.
Provincetown, Mass.	Sept. 20	Sept. 21	51	Coal ship.
Boston, Mass.	Sept. 21	Sept. 22	51	To procure chains.
Provincetown, Mass.	Sept. 22	Sept. 30		
North River, N. Y.	Oct. 1	Oct. 12	265	Cruising in squadron.
Hampton Roads, Va.	Oct. 14	Oct. 30	112	Do.
Annapolis, Md.	Oct. 30	Nov. 7	378	Do.
North River, N. Y.	Nov. 8	Nov. 20	7	Escort to British cruiser squadron.
Navy-yard, New York.	Nov. 20			Undergoing repairs.
	1906.	1906.		
Navy-yard, New York.		Jan. 6	8	Undergoing repairs.
Tompkinsville, N. Y.	Jan. 6	Jan. 7	270	Cruising in squadron.
Hampton Roads, Va.	Jan. 8	Jan. 9	15	Do.
Navy-yard, Norfolk.	Jan. 9	Jan. 14	15	Undergoing repairs.
Hampton Roads, Va.	Jan. 14	Jan. 17	1,285	Cruising in squadron.
Culebra, United States West Indies.	Jan. 22	Feb. 6	480	Do.
Bridgetown, Barbados.	Feb. 8	Feb. 15	1,090	Search problem.
Guantanamo Bay, Cuba.	Feb. 19	Mar. 31	140	Cruising in squadron.
Target range, off Cape Cruz, Cuba.	Apr. 1	Apr. 10	174	Target practice (record).
Guantanamo Bay, Cuba.	Apr. 11	Apr. 13	1,226	Cruising in division (coaling ship).
Annapolis, Md.	Apr. 17	Apr. 27	127	Cruising in squadron.
Newport News, Va.	Apr. 28	Apr. 29	9	Coaling ship.
Hampton Roads, Va.	Apr. 29	May 4	309	At anchor.
North River, N. Y.	May 5	May 9	9	Cruising in division (at anchor).
Navy-yard, New York.	May 9			Undergoing repairs.
Albany				At the navy-yard, Puget Sound, Wash.
Albatross, Lieut. Commander LE ROY M. GARRETT, U. S. Navy, commanding.				Loaned to the Fish Commission.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Alert				At the navy-yard, Mare Island, Cal.
Alexander (collier).....				Collier service on the Asiatic Station.
Alice (tug).....				Attached to the navy-yard, Norfolk, Va.
Alliance , Commander BURNS T WALLING, U. S. Navy, commanding.				Station ship, naval station, Culebra, Virgin Islands.
Alvarado				At the navy-yard, Norfolk, Va.
[Placed out of commission Mar. 22, 1906, at the navy-yard, Norfolk, Va.]				
Amphitrite , Commander CHARLES C. ROGERS, U. S. Navy, commanding.				
Pensacola, Fla.....	1905.	1905.	<i>Knots.</i>	Repairs.
Key West, Fla.....	Dec. 5	Dec. 1	400	For coal.
Guantanamo Bay, Cuba.....	Dec. 10	Dec. 7	600	To resume duty as station ship at the naval station, Guantanamo.
Annapolis				At the navy-yard, Mare Island, Cal.
Apache (tug).....				At the navy-yard, New York.
Arayat , Lieut. RAYMOND D. HARBROUCK, U. S. Navy, commanding. Relieved by Ensign JULIUS C. TOWNSEND U. S. Navy, Jan. 13, 1906; relieved by Ensign AUBREY K. SHOUP, U. S. Navy, Feb. 6, 1906; relieved by Ensign ROLAND R. RIGGS, U. S. Navy, June 28, 1906.				Attached to the Philippine Squadron U. S. Asiatic Fleet.
Arethusa (collier).....				At the navy-yard, League Island, Pa.
[Placed out of service Mar. 16, 1906, at the navy-yard, League Island, Pa.]				
Arkansas , Commander ROGERS H. GALT, U. S. Navy, commanding.				
Rockland, Me.....	1905.	1905.		Practice cruise.
Thomaston, Me.....	July 5	July 5		Participated in celebration.
St. Georges River.....	July 6	July 6	24	Fog bound.
Lamoine, Me.....	July 9	July 11	22	Coaled ship.
Rockland, Me.....	July 11	July 13	70	In squadron.
Gardiners Bay, N. Y.....	July 14	July 15	62	Exchanged midshipmen.
New London, Conn.....	July 15	July 18	277	Summer practice cruise.
Rockland, Me.....	July 19	July 28	12	In squadron.
Lamoine, Me.....	July 28	July 30	273	Coaled ship.
Rockland, Me.....	July 30	Aug. 1	65	In squadron.
Gardiners Bay, N. Y.....	Aug. 2	Aug. 3	84	Exchanged midshipmen.
New London, Conn.....	Aug. 3	Aug. 5	289	Coaled ship.
Rockland, Me.....	Aug. 6	Aug. 9	15	In squadron.
Penobscot Bay, Me.....	Aug. 9	do	278	Instruction of midshipmen.
Rockland, Me.....	do	Aug. 11	25	In squadron.
Penobscot Bay, Me.....	Aug. 11	do	5	Instruction of midshipmen.
Rockland, Me.....	do	Aug. 14	25	Speed trials.
Newport, R. I.....	Aug. 15	Aug. 17	5	Summer cruise midshipmen.
New London, Conn.....	Aug. 17	Aug. 23	247	Coaled and exchanged midshipmen.
Indian Head, Md.....	Aug. 26	Aug. 26	43	Instruction of midshipmen.
Washington, D. C.....	do	Aug. 29	479	Do.
Solomons, Md.....	Aug. 29	Aug. 30	19	In squadron.
Annapolis, Md.....	Aug. 30	do	122	Do.
Do.....	Aug. 31	Aug. 31	48	Disembarked midshipmen.
Newport News, Va.....	Sept. 1	Sept. 2	4	Coaled ship.
Lynnhaven Bay, Va.....	Sept. 2	Sept. 3	153	In squadron.
Provincetown, Mass.....	Sept. 5	Sept. 9	22	With North Atlantic Fleet.
Newport, R. I.....	Sept. 9	Sept. 11	496	Speed trials.
Bradford, R. I.....	Sept. 11	Sept. 13	130	Coaled ship.
Provincetown, Mass.....	Sept. 14	Sept. 20	7	Preparing for target practice.
Cape Cod Bay, Mass.....	Sept. 20	Sept. 22	137	Engaged in target practice.
Norfolk, Va.....	Sept. 24	Sept. 25	25	En route to navy yard.
Do.....	Sept. 25		499	Undergoing repairs.
Navy-yard, Norfolk, Va.....		Nov. 25		In squadron.
Newport News, Va.....	Nov. 25	Nov. 26	15	Collecting naval intelligence.
			256	

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Arkansas—Continued.				
	1905.	1905.	<i>Knots.</i>	
Lookout Bight, N. C.	Nov. 28	Nov. 28	205	In squadron, full-power trial.
Charleston, S. C.	Nov. 29	Dec. 4	145	Weather-bound with U. S. S. Nevada.
Brunswick, Ga.	Dec. 5	Dec. 9	38	Collecting naval intelligence.
Fernandina, Fla.	Dec. 9	Dec. 10	118	Coaled ship.
Port Royal, S. C.	Dec. 12	Dec. 12	90	In squadron.
Charleston, S. C.	do.	Dec. 18	78	With U. S. S. Nevada.
Georgetown, S. C.	Dec. 18	Dec. 21	78	In squadron.
Charleston, S. C.	Dec. 21			
	1906.	1906.		
Charleston, S. C.	Jan. 3	Jan. 2		
Morehead City, N. C.	Jan. 6	Jan. 5	125	Collecting naval intelligence.
Southport, N. C.	Jan. 6	Jan. 7	25	Weather-bound.
Wilmington, N. C.	Jan. 7	Jan. 8	160	Collecting naval intelligence. Engaged in full-power trials.
Charleston, S. C.	Jan. 9	Jan. 13	127	Engaged in small-arm target practice.
Sapelo Sound, Ga.	Jan. 16	Jan. 18	25	Engaged in squadron maneuvers.
St. Catherine Sound, Ga.	Jan. 18	do.	25	Collecting naval intelligence.
Sapelo Sound, Ga.	do.	Jan. 19	55	Weather-bound.
St. Simon Sound, Ga.	Jan. 19	Jan. 21	5	Collecting naval intelligence.
Brunswick, Ga.	Jan. 21	Jan. 22	152	Do.
Charleston, S. C.	Jan. 23	Feb. 13	587	Held small-arm target practice. Engaged in forced-draft trials.
Key West, Fla.	Feb. 16	Feb. 19	610	Coaled ship.
New Orleans, La.	Feb. 22	Feb. 22	111	En route to Natchez.
Plaquemine, La.	do.	Feb. 23	98	Do.
Fort Adams, La.	Feb. 23	Feb. 24	54	Do.
Natchez, Miss.	Feb. 24	Mar. 1	99	To participate in Mardi Gras celebration.
Bayou Sara, La.	Mar. 1	Mar. 2	165	Request of mayor.
New Orleans, La.	Mar. 2	Mar. 3	234	Coaled ship.
Pensacola, Fla.	Mar. 4	Mar. 19	145	Small-arm target practice.
St. Josephs Bay, Fla.	Mar. 20			Record target practice.
Do.		Apr. 2	117	En route to Pensacola, Fla.
Pensacola, Fla.	Apr. 3	Apr. 4	424	In squadron.
Dry Tortugas.	Apr. 4	Apr. 7	80	Forced-draft trials. Coaled ship.
Key West, Fla.	Apr. 7	Apr. 8	493	In squadron.
Jacksonville, Fla.	Apr. 10	Apr. 12	151	With U. S. S. Nevada.
Port Royal, S. C.	Apr. 14	Apr. 15	84	Coaled ship.
Charleston, S. C.	Apr. 15	Apr. 21	426	With the flag.
Norfolk, Va.	Apr. 23	May 29	113	Undergoing repairs.
Solomons, Md.	May 29	May 30	43	En route to Annapolis, Md.
Annapolis, Md.	May 30	June 18	44	Midshipmen's summer cruise.
Solomons, Md.	June 18	June 22	115	With senior officer present.
Newport News, Va.	June 22			Instruction of midshipmen.
Atlanta. Commander WILLIAM F. HALSEY, U. S. Navy, commanding until Sept. 11, 1905.				
[Placed out of commission in reserve Sept. 11, 1905. Placed in commission Nov. 17, 1905, as barracks for torpedo men at the navy-yard, Norfolk, Va.]				
	1905.	1905.		
New London, Conn.		July 5		Instruction of midshipmen.
Gardiners Bay, N. Y.	July 7	July 17		Do.
Newport, R. I.	July 18	July 20		Do.
Rockland, Me.	July 21	July 22		Do.
East Lamoine, Me.	July 22	July 25		Do.
Rockland, Me.	July 25	July 28		Do.
Castine, Me.	July 28	July 31		Do.
Rockland, Me.	July 31	Aug. 14		Do.
New London, Conn.	Aug. 16	Aug. 17		Do.
Newport, R. I.	Aug. 17	Aug. 21		Do.
New London, Conn.	Aug. 21	Aug. 24		Do.
Solomons, Md.	Aug. 26	Aug. 30		Do.
Annapolis, Md.	Aug. 30	Sept. 4		Do.
Norfolk, Va.	Sept. 5			Do.
Bagley				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Batley				Do.
Bainbridge, Lieut. CLARK H. WOODWARD, U. S. Navy, commanding.				Attached to the First Torpedo Flotilla, U. S. Asiatic Fleet.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Baltimore, Capt. NATHAN SARGENT, U. S. Navy, commanding.	1905.	1905.	<i>Knots.</i>	
Cavite, P. I.	July 6	July 1		
Woosung, China	July 13	July 10	1,039	Cruising with fleet.
Chefoo, China	July 31	July 30	488	Do.
Do.	Aug. 23	Aug. 22	146	Fleet evolutions and full-speed trial.
Chemulpo, Korea	Aug. 23	Aug. 31	231	At request American minister to Korea.
Chefoo, China	Sept. 1	Sept. 9	231	Cruising with fleet
Taku, China	Sept. 10	Sept. 15	142	Do.
Chefoo, China	Sept. 16	Sept. 28	149	Do.
Shanghai, China	Sept. 30			Do.
Do.		Oct. 29		
Woosung, China	Oct. 29	Nov. 20	14	Senior officer present for the Yangtze River.
Chefoo, China	Nov. 22	Nov. 26	488	Looking after American interests.
Woosung, China	Nov. 28	Dec. 1	488	Do.
Chinkiang, China	Dec. 3	Dec. 5	150	Do.
Nankin, China	Dec. 5	Dec. 15	47	Do.
Chinkiang, China	Dec. 16	Dec. 19	47	Do.
Woosung, China	Dec. 20		150	Do.
	1906.	1906.		
Woosung, China		Feb. 4		
Cavite, P. I.	Feb. 8	Mar. 15	1,235	To rejoin flag.
Hongkong, China	Mar. 21	Mar. 28	628	To dock ship.
Cavite, P. I.	Mar. 30		628	For coal and stores.
Do.		Apr. 3		
Sydney, Australia	Apr. 19	May 19	4,122	Cruising in Australian waters.
Auckland, New Zealand	May 24	June 23	1,226	Do.
Melbourne, Australia	June 30		1,610	Do.
Bancroft				Transferred to the Revenue-Cutter Service on June 30, 1906, and stricken from the Navy list.
Barney				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Barry, Ensign GEORGE W. STEELE, Jr., U. S. Navy, commanding. Relieved by Lieut. ADOLPHUS E. WATSON, U. S. Navy, Mar. 27, 1906.				Attached to the First Torpedo Flotilla, U. S. Asiatic Fleet.
Bennington, Commander LUCIEN YOUNG, U. S. Navy, commanding.				
[Placed out of commission Sept. 2, 1905, at the navy-yard, Mare Island.]				
	1905.	1905.		
Honolulu, Hawaii		July 8		Station ship.
Molokai, Hawaii	July 9	July 9		
San Diego, Cal.	July 19	Aug. 15		On July 21, 1905, about 10.38 a. m., boiler B exploded and upward of 60 officers and men lost their lives.
San Francisco, Cal.	Aug. 17	Aug. 17		
Mare Island, Cal.	do.			
Biddle				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Birmingham				Under construction at the works of the Fore River Ship and Engine Co., Quincy, Mass.
Blakely, Lieut. CHARLES E. COURTNEY, U. S. Navy, commanding.				Attached to the Third Torpedo Flotilla, U. S. Atlantic Fleet.
Boston, Commander KESSUTH NILES, U. S. Navy, commanding. Relieved by Commander DE WITT COFFMAN, U. S. Navy, Nov. 1, 1905.				
	1905.	1905.		
Esquimalt, British Columbia		July 2	7	General service.
Seattle, Wash.	July 2	July 6	14	Do.
Bremerton, Wash.	July 6	July 16	30	Do.
Tacoma, Wash.	July 16	July 26	36	Do.
Olympia, Wash.	July 20	July 22	130	Do.
Bellingham, Wash.	July 22	July 25	58	For preliminary target practice.
Port Angeles, Wash.	July 25	Aug. 10	62	To navy-yard, Bremerton, for repairs.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Boston—Continued.				
Bremerton, Wash.	1905. Aug. 10	1905. Sept. 26	Knots. 821	To navy-yard, Mare Island, Cal.
Navy-yard, Mare Island, Cal.	Sept. 29			
Mare Island, Cal.		Oct. 4	1,802	Acapulco, Mexico, for coal.
Acapulco, Mexico.	Oct. 12	Oct. 13	1,507	Panama, for station.
Panama, Panama.	Oct. 19	Dec. 27	789	Acapulco, Mexico, for coal.
At sea, lat. 12° 57' N., long. 90° 07' 30" W.	Dec. 31	Dec. 31		
Acapulco, Mexico.	1906. Jan. 3	1906. Jan. 4	1,744	En route to San Francisco.
San Francisco, Cal.	Jan. 11	Jan. 20	259	Cruising in squadron.
Santa Barbara, Cal.	Jan. 21	Feb. 5	160	Do.
San Diego, Cal.	Feb. 11	Feb. 26	594	Do.
Magdalena Bay, Mexico.	Mar. 1			
Magdalena, Mexico.		Apr. 4	504	Returning from target practice in squadron.
San Diego, Cal.	Apr. 7	Apr. 18	90	In squadron.
Long Beach, Cal.	Apr. 18	Apr. 19	11	For coal; U. S. S. Princeton.
San Pedro, Cal.	Apr. 19	Apr. 21	365	For duty in connection with the San Francisco disaster, in compliance with Bureau's orders of Apr. 20, 1906.
San Francisco, Cal.	Apr. 23	May 10	29	For repairs.
Mare Island, Cal.	May 10	June 17	685	Rejoin squadron.
Portland, Oreg.	June 21	June 27	89	In squadron.
Astoria, Oreg.	June 27	June 28	280	Do.
Seattle, Wash.	June 30			
Boxer				At the Training Station, Newport, R. I.
[Placed in service May 7, 1906, at Newport, R. I.]				
Brooklyn , Capt. JOHN M. HAWLEY, U. S. Navy, commanding. Relieved by Capt. ARTHUR P. NAZRO, U. S. Navy, Oct. 11, 1905.				
[Placed in reserve May 16, 1906, at the navy-yard, League Island. Recommissioned June 30, 1906, at the navy-yard, League Island.]				
Cherbourg, France.	1905.	1905. July 8	3,494	Cruising with Chattanooga, Tacoma, and Galveston in connection with John Paul Jones commission.
Annapolis, Md.	July 23	July 24	493	
Tompkinsville, N. Y.	July 26	Aug. 3	235	Making passage to Camden to take New Jersey Naval Militia for summer cruise of eight days.
Camden, N. J.	Aug. 4	Aug. 5	511	
Swampscott, Mass.	Aug. 7	Aug. 7	14	
Marblehead, Mass.	do.	Aug. 10	33	
Gloucester, Mass.	Aug. 10	Aug. 11	511	
Camden, N. J.	Aug. 13	Aug. 15	519	Making passage to Boston, Mass., to take on board the Massachusetts Naval Reserves for a cruise of eight days.
Boston, Mass.	Aug. 17	Aug. 19	23	
Marblehead, Mass.	Aug. 19	Aug. 20	84	
Portland, Me.	Aug. 21	Aug. 23	77	
Gloucester, Mass.	Aug. 23	Aug. 26	26	
Boston, Mass.	Aug. 26	Sept. 1	49	Making passage to Provincetown with Chattanooga and Tacoma and to join fleet and engaged in target practice.
Provincetown, Mass.	Sept. 1	Sept. 11	17	
Cape Cod target range, Massachusetts.	Sept. 11	Sept. 23	350	Making passage to Tompkinsville, N. Y.
Tompkinsville, N. Y.	Sept. 24	Sept. 25	6	Going up to navy-yard for repairs.
Navy-yard, New York.	Sept. 25			
Do.		Nov. 28	6	
Tompkinsville, N. Y.	Nov. 28	Dec. 28		En route to Gibraltar with the Galveston.
Gibraltar.	1906. Jan. 11	1906. Jan. 18	30	Cruising with squadron.
Tangiers, Morocco.	Jan. 18	Jan. 20	436	Do.
Algiers, Algeria.	Jan. 22	Jan. 27	457	Do.
Villefranche, France.	Jan. 29	Feb. 9	88	Do.
Genoa, Italy.	Feb. 10	Feb. 16		Cruising with Galveston.
Naples, Italy.	Feb. 17	Feb. 26	681	Cruising with Galveston and Chattanooga.
Piraeus, Greece.	Mar. 1	Mar. 4	687	Do.
Beirut, Syria.	Mar. 7	Mar. 10	336	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Brooklyn—Continued.	1906.	1906.	<i>Knots.</i>	
Alexandria, Egypt.....	Mar. 12			
Do.....		Apr. 6		
Messina, Sicily.....	Apr. 11	Apr. 15		
Gibraltar.....	Apr. 19	Apr. 22		
Ponta del Gada.....	Apr. 27	Apr. 28		
League Island, Pa.....	May 8			
Brutus (collier)				At end of fiscal year Brutus is assisting in towing the floating dry dock Dewey to the Philippines.
Buffalo				At the navy-yard, Mare Island, Cal.
Caesar , Commander GEORGE H. STAFFORD, U. S. Navy, retired, commanding. [Placed out of commission Oct. 28, 1905, at the navy-yard, Norfolk. Placed in service with merchant complement Nov. 4, 1905, at the navy-yard, Norfolk. At end of fiscal year vessel is assisting in towing the dry dock Dewey to the Philippines.]				
	1905.	1905.		
Gibraltar.....	July 7	July 18	395	Transferred eclipse expedition stores to Dixie. Coaled Dixie. Awaited arrival of Minneapolis.
Valencia, Spain.....	July 20	Sept. 6	437	Base for eclipse stations Nos. 1 and 2. Unloaded and reloaded stores for eclipse stations. Coaled Minneapolis.
Villefranche, France.....	Sept. 8	Sept. 14	122	Awaited Dixie and Minneapolis. Received eclipse expedition stores from both and results (plates) obtained at No. 3 station from Dixie.
Marseille, France.....	Sept. 15	Sept. 16	695	Received 7 distressed Americans from U. S. consul-general for passage to United States.
Gibraltar.....	Sept. 20	Sept. 21		Received 1 distressed American from U. S. consul; one man (Minneapolis) from hospital. Received shipments for U. S. Naval Observatory and Weather Bureau.
Hampton Roads, Va.....	Oct. 11	Oct. 12	156	Anchored for night before proceeding for Washington. Passed quarantine.
Alexandria, Va.....	Oct. 13	Oct. 17	156	Landed eclipse expedition outfit for Naval Observatory and 7 distressed Americans. Reported to Navy Department for orders.
Hampton Roads, Va.....	Oct. 18	Oct. 19	7	Coaled U. S. flagship Maine.
Lamberts Point, Va.....	Oct. 19	Oct. 20	3	Waited for orders to navy-yard.
Navy-yard, Norfolk, Va.....	Oct. 20	Oct. 28		Placed ship out of commission and transferred crew to Franklin.
Calamianes				At the naval station, Cavite, P. I.
California				Under construction at the Union Iron Works, San Francisco, Cal.
Callao , Lieut. ROBERT W. HENDERSON, U. S. Navy, commanding. Relieved by Ensign GUY WHITLOCK, U. S. Navy, Dec. 27, 1905.				
	1905.	1905.		
Hongkong, China.....		July 10	3	Investigating boycott conditions.
Canton, China.....	July 10	July 20	78	Do.
Hongkong, China.....	July 20	Aug. 8	78	Do.
Junction Chan, China.....	Aug. 8	Aug. 9	68	Do.
Narrow Island, China.....	Aug. 9	Aug. 10	85	Do.
Wu Chow Fu, China.....	Aug. 10	Aug. 12	73	Do.
Sam Shui, China.....	Aug. 13	Aug. 13	122	Do.
Canton, China.....	do	Aug. 24	54	Do.
Hongkong, China.....	Aug. 24	Sept. 3	78	Do.
Canton, China.....	Sept. 4	Sept. 4	78	Do.
Chun Hue, China.....	Sept. 5	Sept. 5	72	Do.
Hongkong, China.....	do	Sept. 7	6	Do.
Canton, China.....	Sept. 7	Sept. 17	78	Do.
Kong Mun, China.....	Sept. 17	Sept. 19	76	Do.
Hongkong, China.....	Sept. 19	Sept. 28	80	Do.
Canton, China.....	Sept. 28			

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Callao—Continued.		1905.	1905.	Knots.
Canton.....	Oct. 3	Oct. 3	78	Capt. A. C. Baker, U. S. Navy (retired), on board as passenger to investigate boycott.
Sam Shui.....	Oct. 3	Oct. 4	80	Do.
Macao.....	Oct. 4	Oct. 5	80	Do.
Hongkong.....	Oct. 5	Oct. 18	41	Do.
Yellow Reach.....	Oct. 18	Oct. 19	64	Do.
Narrow Island.....	Oct. 19	Oct. 20	84	Do.
Wu Chau.....	Oct. 20	Oct. 21	71	Chinese river service.
Sam Shui.....	Oct. 21	Oct. 23	121	Do.
Hongkong.....	Oct. 23	Nov. 2	108	Do.
Canton.....	Nov. 2	Nov. 6	78	Do.
Hongkong.....	Nov. 7	Nov. 8	78	Do.
Canton.....	Nov. 8	Nov. 10	78	Do.
Tom Chau.....	Nov. 10	Nov. 11	43	Do.
Sam Shui.....	Nov. 11	Nov. 18	51	Do.
Tu Ching.....	Nov. 19	Nov. 19	96	Do.
Wu Chow.....	do	Nov. 22	27	Do.
Sam Shui.....	Nov. 23	Nov. 23	123	Do.
Canton.....	do	Nov. 25	83	Do.
Hongkong.....	Nov. 25	Nov. 28	78	Do.
Canton.....	Nov. 28	Dec. 4	8	Do.
Tai Ping Chow.....	Dec. 4	Dec. 5	68	Do.
Sam Shui.....	Dec. 5	do	16	Do.
Chau San.....	do	Dec. 6	62	Do.
Wu Chow.....	Dec. 7	Dec. 10	61	Do.
Sam Shui.....	Dec. 10	Dec. 12	121	Do.
Ho Ching.....	Dec. 12	Dec. 13	21	Do.
Canton.....	Dec. 13	Dec. 15	55	Do.
Hongkong.....	Dec. 15	Dec. 21	78	Do.
Wampoo Barrier.....	Dec. 21	Dec. 22	73	Do.
Canton.....	Dec. 22	Dec. 23	4	Do.
Macao.....	Dec. 23	Dec. 27	74	Do.
Tai Ping Chow.....	Dec. 27	Dec. 28	62	Sounding on Tai Ping Shoal.
Kong Mun.....	Dec. 28	Dec. 29	21	Chinese river service.
Macao.....	Dec. 29	Dec. 30	58	Do.
Canton.....	Dec. 30	do	74	Do.
		1906.	1906.	
Canton, China.....	do	Jan. 10	79	Chinese river service.
Hongkong.....	Jan. 11	Jan. 11	98	Do.
Kong Mun.....	Jan. 12	Jan. 12	168	Do.
Wu Chan.....	Jan. 14	Jan. 13	220	Do.
Canton.....	Jan. 16	Jan. 24	82	Do.
Hongkong.....	Jan. 25	Jan. 26	80	Do.
Canton.....	Jan. 27	Jan. 29	76	Do.
Macao.....	Jan. 29	Jan. 31	86	Do.
Sam Shui.....	Feb. 2	Feb. 2	84	Do.
Canton.....	Feb. 3	Feb. 7	86	Do.
Hongkong.....	Feb. 8	Feb. 9	80	Do.
Canton.....	Feb. 9	Feb. 14	79	Do.
Hongkong.....	Feb. 14	Feb. 15	79	Do.
Canton.....	Feb. 15	Feb. 23	99	Do.
Shai Po.....	Feb. 23	Feb. 25	94	Do.
Macao.....	Feb. 26	Feb. 27	42	Do.
Hongkong.....	Feb. 27	Feb. 28	80	Do.
Canton.....	Feb. 28	Mar. 2	80	Do.
Hongkong.....	Mar. 3	Mar. 4	80	Do.
Canton.....	Mar. 4	Mar. 7	80	Do.
Hongkong.....	Mar. 7	Mar. 18	80	Do.
Canton.....	Mar. 18	Mar. 19	80	Do.
Hongkong.....	Mar. 19	Mar. 22	80	Do.
Canton.....	Mar. 22	Mar. 24	220	Do.
Wu Chan.....	Mar. 27	Mar. 29	220	Do.
Canton.....	Mar. 30	do	do	Do.
Canton, China.....	do	Apr. 2	81	Do.
Hongkong.....	Apr. 2	Apr. 4	78	Do.
Canton.....	Apr. 4	Apr. 12	80	Do.
Hongkong.....	Apr. 12	Apr. 14	80	Do.
Canton.....	Apr. 14	Apr. 16	80	Do.
Hongkong.....	Apr. 16	Apr. 18	78	Do.
Canton.....	Apr. 18	Apr. 20	78	Do.
Wu Chan.....	Apr. 22	Apr. 23	179	Do.
Kong Mun.....	Apr. 23	Apr. 24	168	Do.
Canton.....	Apr. 24	do	56	Do.
Hongkong.....	do	Apr. 25	78	Do.
West River.....	Apr. 25	Apr. 26	42	Do.
Canton.....	Apr. 26	do	36	Do.
Hongkong.....	do	Apr. 29	78	Do.
Canton.....	Apr. 29	May 2	78	Do.
Sam Shui.....	May 2	do	50	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Callao—Continued.				
	1906.	1906.	<i>Knots.</i>	
Ching Yuen.....	May 3	May 3	30	Chinese river service.
Ying Jak.....	May 4	May 4	55	Do.
Mukmen.....	May 5	May 8	82	Do.
Canton.....	May 9	May 14	83	Do.
Hongkong.....	May 14	May 16	80	Do.
Canton.....	May 17	May 27	80	Do.
Hongkong.....	May 27	May 29	80	Do.
Macao.....	May 29	May 30	43	Do.
Sam Shui.....	May 31	June 1	120	Do.
Jak Hing.....	June 1	June 2	38	Do.
Wu Chan.....	June 2	June 5	86	Do.
Shan King.....	June 5	do.	104	Do.
Whampoa.....	June 6	June 7	.....	Do.
Canton.....	June 7	June 9	79	Do.
Hongkong.....	June 9	June 14	79	Do.
Canton.....	June 14	June 16	220	Do.
Wu Chan.....	June 19	June 21	200	Do.
Macao.....	June 22	June 23	42	Do.
Hongkong.....	June 23	June 26	78	Do.
Canton.....	June 26	.....	.....	Do.
Castine, Capt. EDWARD J. DORN, U. S. Navy (retired), commanding.				
[Placed out of commission Sept. 23, 1905, at the navy-yard, Portsmouth, N. H.]				
	1905.	1905.		
Monte Cristi, Santo Domingo .....	.....	July 5	23	Safeguarding American interests.
Fort Liberte, Haiti.....	July 8	July 8	23	Do.
Monte Cristi, Santo Domingo	Aug. 4	Aug. 4	23	Do.
Fort Liberte, Haiti.....	do.	Aug. 7	23	Do.
Monte Cristi, Santo Domingo	Aug. 22	Aug. 22	205	Do.
Sanchez, Santo Domingo.....	Aug. 23	Aug. 24	218	En route to Portsmouth, N. H., to go out of commission.
Santo Domingo City.....	Aug. 25	Aug. 26	402	Do.
Guantanamo, Cuba.....	Aug. 28	Aug. 30	1,493	Do.
Portsmouth, N. H.....	Sept. 8	.....	.....	.....
Celtic, Lieut. Commander JOHN J. KNAPP, U. S. Navy, commanding.				
[Placed in commission Oct. 19, 1905, at the navy-yard, Puget Sound.]				
	1905.	1905.		
Bremerton, Wash.....	.....	Nov. 1	707	En route to New York.
Mare Island, Cal.....	Nov. 5	Nov. 14	30	Do.
San Francisco, Cal.....	Nov. 14	Nov. 16	5,050	Do.
Valparaiso, Chile.....	Dec. 7	Dec. 14	1,296	Do.
Sandy Point.....	Dec. 21	Dec. 22	2,247	Do.
	1906.	1906.		
Bahia, Brazil.....	Jan. 4	Jan. 11	2,580	En route to New York.
Port Castries, Santa Lucia.....	Jan. 16	Jan. 17	1,701	Do.
New York, N. Y.....	Jan. 24	Feb. 5	1,361	Supply steamer for the U. S. Atlantic Fleet.
Monte Cristi, Santo Domingo	Feb. 11	Feb. 12	228	Do.
Sanchez, Santo Domingo.....	Feb. 13	Feb. 14	228	Do.
Monte Cristi, Santo Domingo	Feb. 15	Feb. 19	180	Do.
Guantanamo Bay.....	Feb. 20	Apr. 3	195	Do.
Cape Cruz.....	Apr. 4	Apr. 14	195	Do.
Guantanamo Bay.....	Apr. 15	Apr. 26	698	Do.
Hampton Roads.....	May 1	May 3	194	Do.
New York, N. Y.....	May 4	.....	.....	Do.
Charleston, Capt. HERBERT WINSLOW, U. S. Navy, commanding. Relieved by Commander CAMERON MCR. WINSLOW, U. S. Navy, Dec. 20, 1905.				
[Commissioned Oct. 17 1905, at the navy-yard, Norfolk.]				
	1906.	1906.		
Navy-yard, Norfolk.....	.....	Jan. 6	18	
Lynnhaven Bay.....	Jan. 6	Jan. 7	.....	Swinging ship.
Do.....	Jan. 7	Jan. 11	430	With Secretary of the Navy.
Charleston bar.....	Jan. 11	Jan. 10	20	Do.
Charleston, S. C.....	Jan. 10	Jan. 14	426	Do.
Hampton Roads, Va.....	Jan. 16	Jan. 22	674	Board of Inspection.
Do.....	Jan. 24	Jan. 25	8	

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Charleston—Continued.				
	1906.	1906.	<i>Knots.</i>	
Navy-yard, Norfolk.....	Jan. 25	Mar. 5	285	
Tompkinsville, N. Y.....	Mar. 6	Mar. 6	5	
Navy-yard, New York.....	do	Mar. 20	450	
Rockland, Me.....	Mar. 21	Mar. 22		Standardization trials.
Do.....	Mar. 22	Mar. 23	180	Do.
Provincetown, Mass.....	Mar. 23	Mar. 24	260	
Tompkinsville, N. Y.....	Mar. 25	Mar. 26	5	
Navy-yard, New York.....	Mar. 26	Apr. 26		
Rockland, Me.....	Apr. 28	May 3		
East Lamoine, Me.....	May 3	May 4		
Tompkinsville, N. Y.....	May 6	May 7		
Navy-yard, New York.....	May 7			
Chattanooga. Commander ALEXANDER SHARP, U. S. Navy, commanding.				
	1905.	1905.		
Cherbourg, France.....		July 8	3,600	Duty in connection with the transfer of body of John Paul Jones.
Annapolis, Md.....	July 23	July 24	384	Do.
Tompkinsville, N. Y.....	July 26	July 29	482	Preparing for final acceptance.
Do.....	July 31	Aug. 4	14	Coaling and preparing for sea.
New York City.....	Aug. 4	Aug. 5	25	To take on board the Russian peace envoys.
Oyster Bay, Long Island.....	Aug. 5	do	325	Transferred Russian envoys to Mayflower.
Portland, Me.....	Aug. 8	Aug. 9	180	To embark Maine Naval Militia for cruise.
Provincetown, Mass.....	Aug. 10	Aug. 11	35	Cruise with Maine Naval Militia.
Marblehead, Mass.....	Aug. 11	Aug. 12	11	Do.
Gloucester, Mass.....	Aug. 12	Aug. 14	35	Do.
Rockport, Me.....	Aug. 14	Aug. 16	80	Do.
Portland, Me.....	Aug. 16	Aug. 17	110	To disembark Maine Naval Militia.
Boston, Mass.....	Aug. 17	Aug. 19	215	Embark Massachusetts Naval Militia.
Greenport, Long Island.....	Aug. 21	Aug. 23	12	Cruise with Massachusetts Naval Militia.
New London, Conn.....	Aug. 23	Aug. 24	215	Do.
Boston, Mass.....	Aug. 25	Sept. 1	45	Disembark Massachusetts Naval Militia.
Provincetown, Mass.....	Sept. 1	Sept. 11	20	Preparing for target practice.
Target range, Cape Cod Bay.....	Sept. 11	Sept. 22	254	Target practice.
Navy-yard, New York.....	Sept. 24			
Do.....		Nov. 16	290	Repairs.
Hampton Roads, Va.....	Nov. 17	Nov. 18	1,270	To receive draft for Third Squadron.
Monte Cristi, Santo Domingo.....	Nov. 22	Nov. 26	195	Coaled and waited orders.
Sanchez, Santo Domingo.....	Nov. 27	Dec. 10	195	Guard duty and disposed of draft of men.
Monte Cristi, Santo Domingo.....	Dec. 11	Dec. 13	200	Received stores and mail for this ship and Tacoma.
Guantanamo, Cuba.....	Dec. 14	Dec. 22	540	General routine duty and small-arm target practice.
San Juan, P. R.....	Dec. 24	Dec. 28		Coaled and awaited orders.
Gibraltar.				
	1906.	1906.		
Gibraltar.....	Jan. 11	Jan. 18	30	Cruising.
Tangier, Morocco.....	Jan. 18	Jan. 20	450	Do.
Algiers, Algeria.....	Jan. 22	Jan. 27	460	Do.
Villefranche, France.....	Jan. 29	Feb. 9	92	Do.
Genoa, Italy.....	Feb. 10	Feb. 16	362	Do.
Naples, Italy.....	Feb. 17	Feb. 26	720	Do.
Piraeus, Greece.....	Mar. 1	Mar. 4	680	Do.
Bierut, Syria.....	Mar. 7	Mar. 10	380	Do.
Alexandria, Egypt.....	Mar. 12	Mar. 26	146	Do.
Port Said, Egypt.....	Mar. 27	Mar. 28		
Colombo, Ceylon.....	Apr. 11	Apr. 16	1,650	Coaled. In company with squadron.
Singapore, Straits Settlements.....	Apr. 22	Apr. 24	1,380	In company with Galveston.
Cavite, P. I.....	Apr. 29	May 7	1,780	Coaled. In company with Galveston
Yokohama, Japan.....	May 13	June 2	385	Coaled. In company with Ohio, Wisconsin, Galveston, and Raleigh.
Kobe, Japan.....	June 4	June 11	395	In company with Ohio and Galveston.
Nagasaki, Japan.....	June 13	June 22	576	Do.
Chefoo, China.....	June 24			
Chauncey. Ensign JOSEPH R DEFREES, U. S. Navy, commanding.				
[Placed in reserve Dec. 6, 1905, at Cavite.]				Attached to the First Torpedo Flotilla, U. S. Asiatic Fleet.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Chester				Under construction at the Bath Iron Works, Bath, Me.
Chicago , Capt. EDWIN K. MOORE, U. S. Navy, commanding. Relieved by Commander CHARLES J. BADGER, U. S. Navy, Oct. 1, 1905.				
	1905.	1905.	<i>Knots.</i>	
McLoughlin Bay, British Columbia	July 8	July 1	802	Cruising with Marblehead and Perry.
Juneau, Alaska.....	July 9	July 9	135	Do.
Skaguay, Alaska.....	July 9	July 12	485	Do.
Sitka, Alaska.....	July 14	July 18	776	Do.
Bellingham, Wash.....	July 22	July 22	790	Going to the assistance of Bennington.
San Francisco, Cal.....	July 25	July 25	446	Do.
San Diego, Cal.....	July 27	Aug. 14	452	Convoying the Bennington.
San Francisco, Cal.....	Aug. 17	Aug. 24	745	Cruising.
Esquimalt, British Columbia.....	Aug. 27	Sept. 4	19	Cruising with Marblehead and Paul Jones.
Port Angeles, Wash.....	Sept. 4	Sept. 23	65	Target practice. Cruising with Paul Jones and Perry.
Bremerton, Wash.....	Sept. 23			
Bremerton.....		Oct. 21	28	Cruising.
Tacoma, Wash.....	Oct. 21	Oct. 25	25	Do.
Seattle, Wash.....	Oct. 25	Oct. 30	729	Do.
San Francisco, Cal.....	Nov. 3	Dec. 2	2,048	Do.
Honolulu, Hawaii.....	Dec. 9	Dec. 19	200	Do.
Hilo, Hawaii.....	Dec. 20	Dec. 22	234	Do.
Honolulu, Hawaii.....	Dec. 23	Dec. 27	1,021	Do.
	1906.	1906.		
San Francisco, Cal.....	Jan. 4	Jan. 20	295	With Boston.
Santa Barbara, Cal.....	Jan. 21	Feb. 5	170	With Boston and Perry.
San Diego, Cal.....	Feb. 6	Feb. 26	564	With Boston, Marblehead, Princeton, Paul Jones, and Perry.
Magdalena Bay, Mexico.....	Mar. 1			
Do.....		Apr. 4	596	Cruising, Boston, Perry, Marblehead, Paul Jones.
San Diego, Cal.....	Apr. 7	Apr. 18	453	Cruising, Boston and Princeton; left flagship at Long beach, Cal.
San Francisco, Cal.....	Apr. 19	May 10	5	Do.
Sausalito, Cal.....	May 10	May 21	665	Do.
Portland, Oreg.....	May 24	June 27	100	Cruising, Boston, Princeton, Preble, Paul Jones.
Astoria, Oreg.....	June 27	June 28	300	Cruising, Princeton as far as Port Townsend; Boston as far as Seattle; Preble as far as Tacoma.
Tacoma, Wash.....	June 30			
Chickasaw (tug).....				Newport, R. I.
Choctaw (tug), Chief Boatswain ALBERT BENZON, U. S. Navy, commanding.				Attached to the navy-yard, Washington, D. C.
Cinclunatl , Capt. CARLOS G. CALKINS, U. S. Navy, retired, commanding. Relieved by Lieut. JOHN F. HINES, U. S. Navy, Dec. 15, 1905. Relieved by Commander GEORGE H. PETERS, U. S. Navy, Dec. 23, 1905. Relieved by Commander JOHN M. ROBINSON, U. S. Navy, Dec. 28, 1905.				
	1905.	1905.		
Woosung, China.....	July 6	July 10	508	Drills and maneuvers with fleet.
Chefoo, China.....	July 13	July 30	168	Admiral's inspection.
Do.....	July 31	Sept. 12	1,164	Drill.
Yokohama, Japan.....	Sept. 17	Sept. 29		Dry dock; repairs; carry sick of fleet to hospital.
Moji, Japan.....	Oct. 2	Oct. 2	568	En route Shanghai, China.
Woosung, China.....	Oct. 4	Oct. 4	12	Do.
Shanghai, China.....	do	Oct. 11	12	Cruising duty.
Woosung, China.....	Oct. 11	Oct. 23	504	Coal ship.
Chemulpo, Korea.....	Oct. 25	Oct. 31	496	Remove marine guard from Seoul, Korea.
Nagasaki, Japan.....	Nov. 2	Nov. 6	1,268	En route to Olongapo, P. I.
Olongapo, P. I.....	Nov. 11	Nov. 13	63	Transfer marines.
Cavite, P. I.....	Nov. 13			Target practice.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Cincinnati—Continued.		1906.	Knots.	
Cavite, P. I.....	Jan. 11	Jan. 11	5	Target practice.
Manila, P. I.....	Jan. 11	Jan. 14	5	Reception of British Cruiser Squadron.
Cavite, P. I.....	Jan. 14	Feb. 25	1,300	Repair ship.
Woosong, China.....	Mar. 2	Mar. 3	12	En route Shanghai, China.
Shanghai, China.....	Mar. 3			Dock and repair ship. Carry drafts of men to Elicano, Villalobos, and Quiros. Small-arm target practice. Protect American interests in the Yangtze Valley.
Cleveland, Commander WILLIAM H. H. SOUTHERLAND, U. S. Navy, commanding. Relieved by Commander EDWARD F. QUALTROUGH, U. S. Navy, Dec. 13, 1905. Relieved by Commander JOHN T. NEWTON, U. S. Navy, May 15, 1906.				
	1905.	1906.		
Monte Christi, Santo Domingo.....	July 5	July 5	197	With Third Squadron, North Atlantic Fleet.
Sanchez, Santo Domingo.....	July 6	July 7	17	To relieve Newport.
Samana, Santo Domingo.....	July 7	July 9	17	Cruising.
Sanchez, Santo Domingo.....	July 9	July 27	214	Do.
San Juan, P. R.....	July 28	July 28	84	For coal and stores.
St. Thomas, Danish West Indies.	July 29	Aug. 2	84	For liberty.
San Juan, P. R.....	Aug. 3	Aug. 5	221	For coal and stores.
Sanchez, Santo Domingo.....	Aug. 6	Aug. 11	17	Cruising and swinging ship.
Samana, Santo Domingo.....	Aug. 11	Aug. 15	17	Cruising.
Sanchez, Santo Domingo.....	Aug. 15	Aug. 16	17	Do.
Samana, Santo Domingo.....	Aug. 16	Aug. 23	17	Cruising and swinging ship.
Sanchez, Santo Domingo.....	Aug. 23	Sept. 4	17	To replace Jean Bart Reef buoy.
Samana, Santo Domingo.....	Sept. 4	Sept. 6	17	Cruising.
Sanchez, Santo Domingo.....	Sept. 6	Sept. 11	219	For coal and stores.
San Juan, P. R.....	Sept. 12	Sept. 16	217	Returning to station.
Sanchez, Santo Domingo.....	Sept. 17	Sept. 17	16	To place buoys.
Samana, Santo Domingo.....	do	Sept. 20	17	Do.
Sanchez, Santo Domingo.....	Sept. 20	Sept. 21	28	To take up spar buoys.
Do.....	Sept. 22	Sept. 26	216	To turn in ammunition.
San Juan, P. R.....	Sept. 27	Sept. 28	197	Returning to station.
Samana, Santo Domingo.....	Sept. 29	Sept. 30	19	Cruising.
Sanchez, Santo Domingo.....	Sept. 30			
Do.....	Oct. 5	Oct. 5	17	Do.
Do.....	Oct. 7	Oct. 7	17	Do.
Do.....	Oct. 7	Oct. 12	19	Do.
Samana, Santo Domingo.....	Oct. 12	Oct. 13	19	Do.
Sanchez, Santo Domingo.....	Oct. 13	Oct. 19	17	Do.
Samana, Santo Domingo.....	Oct. 19	Oct. 20	17	Do.
Sanchez, Santo Domingo.....	Oct. 20	Oct. 26	17	Do.
Samana, Santo Domingo.....	Oct. 26	Oct. 27	17	Do.
Sanchez, Santo Domingo.....	Oct. 27	Nov. 2	17	Do.
Samana, Santo Domingo.....	Nov. 2	Nov. 3	17	Do.
Sanchez, Santo Domingo.....	Nov. 3	Nov. 8	17	Do.
Samana, Santo Domingo.....	Nov. 8	Nov. 10	17	Do.
Sanchez, Santo Domingo.....	Nov. 10	Nov. 16	219	For coal and stores.
San Juan, P. R.....	Nov. 17	Nov. 19	197	Returning to station.
Samana, Santo Domingo.....	Nov. 20	Nov. 20	17	Cruising and stores.
Sanchez, Santo Domingo.....	Dec. 3	Dec. 1	420	For coal and stores.
Guantanamo, Cuba.....	do	Dec. 6	212	To distribute stores.
Monte Christi, Santo Domingo.....	Dec. 7	Dec. 7	196	Rejoining flag.
Samana, Santo Domingo.....	Dec. 8	Dec. 9	17	To distribute stores.
Sanchez, Santo Domingo.....	Dec. 9	Dec. 11	193	To change captains.
Monte Christi, Santo Domingo.....	Dec. 12	Dec. 14	412	To rejoin Third Squadron.
Culebra, United States West Indies.	Dec. 16	Dec. 23	97	For liberty.
Ponce, P. R.....	Dec. 23	Dec. 27	102	To rejoin flag.
Culebra, United States West Indies.	Dec. 27			
Do.....	Dec. 27	1906. Jan. 8	55	For coal and stores.
1906.				
San Juan, P. R.....	Jan. 8	Jan. 10	55	To rejoin flag.
Culebra, United States West Indies.	Jan. 10	Jan. 16	54	Maneuvering with Third Squadron.
Do.....	Jan. 17	Jan. 17	60	Do.
Do.....	do	Jan. 18	19	Do.
Do.....	Jan. 18	Jan. 19	602	To get Boatswain Deignan.
Guantanamo, Cuba.....	Jan. 21	Jan. 22	1,112	Going north for repairs.
Hampton Roads, Va.....	Jan. 28	Feb. 10	570	Going to navy-yard.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Cleveland—Continued.				
	1906.	1906.	<i>Knots.</i>	
Navy-yard, Boston, Mass.	Feb. 12			To rejoin squadron.
Boston, Mass.		Apr. 15	540	For burial of John Paul Jones.
Hampton Roads, Va.	Apr. 17	Apr. 18	137	For repairs.
Annapolis, Md.	Apr. 19	Apr. 27	663	To transfer men and get ammunition.
Boston, Mass.	Apr. 30	June 9	540	To take midshipmen aboard.
Hampton Roads, Va.	June 11	June 12	137	Summer cruise of midshipmen.
Annapolis, Md.	June 13	June 18	3,014	
Colorado, Capt. DUNCAN KENNEDY, U. S. Navy, commanding. Capt. KENNEDY died April 12, 1906, and Lieut. Commander JOSEPH L. JAYNE, U. S. Navy, assumed command.				
	1905.	1905.		
Navy-yard, New York.		Aug. 26	360	To take on board inspection board.
Provincetown, Mass.	Aug. 27	Sept. 1	18	Running over measured mile.
Do.	Sept. 1	Sept. 5	50	Replace high-pressure cylinder and coal.
Boston, Mass.	Sept. 5	Sept. 11	50	Took on board inspection board.
Provincetown, Mass.	Sept. 11	Sept. 14	30	Running over measured mile.
Do.	Sept. 14	do	150	For measured mile off Rockland.
Rockland, Me.	Sept. 15	Sept. 16	80	Running over measured mile.
Do.	Sept. 16	Sept. 14	150	Anchored for the night in President's Roads; coaled ship.
Boston, Mass.	Sept. 20	Sept. 23	570	For targets.
Hampton Roads, Va.	Sept. 25			
Do.		Oct. 1	558	To get ordnance board.
Provincetown, Mass.	Oct. 3	Oct. 4	18	Primary target practice.
Barnstable, Mass.	Oct. 4	Oct. 11	18	Provisions.
Provincetown, Mass.	Oct. 11	do	242	To join Fourth Division.
Newport, R. I.	Oct. 12	Oct. 12	8	Coal ship.
Bradford, R. I.	ko	Oct. 14	8	To rejoin Fourth Division.
Newport, R. I.	Oct. 14	Oct. 16	1,215	Coaled ship Fourth Division. To meet President.
Key West, Fla.	Oct. 20	Oct. 28	990	Escort President to the Potomac; coaled ship. Anchored off Wolf Trap light for the night. With the Fourth Division.
Cedar Point light, Chesapeake Bay.	Oct. 31	Nov. 1	40	To join Commander in Chief, Atlantic Squadron, (Fourth Division.)
Annapolis, Md.	Nov. 1	Nov. 7	390	To receive Prince Louis of Battenburg. (Atlantic Squadron.)
New York, N. Y.	Nov. 8	Nov. 20	234	Rendezvous for drills. Fourth Division.
Hampton Roads, Va.	Nov. 21	Nov. 23	7	Coal ship.
Newport News, Va.	Nov. 23	Nov. 25	7	Rejoin Fourth Division.
Hampton Roads, Va.	Nov. 25	Dec. 4	30	Maneuvering with Fourth Division.
Southern drill grounds.	Dec. 4	Dec. 6	30	Routine drills at anchor. Tactical diameter.
Hampton Roads, Va.	Dec. 6	Dec. 12	30	Maneuvering with Fourth Division.
Southern drill grounds.	Dec. 12	Dec. 14	30	Routine drill and exercise.
Hampton Roads, Va.	Dec. 14			
	1906.	1906.		
Do.		Jan. 4	8	Coal ship.
Newport News, Va.	Jan. 4	Jan. 6	8	Rejoin Fourth Division.
Hampton Roads, Va.	Jan. 6	Jan. 16	2,383	Wireless test; Coal dry dock Dewey; coal ship.
Target Bay, Culebra.	Jan. 25	Feb. 2	300	For target practice.
Target range, Culebra.	Feb. 2	Feb. 5	5	Rejoin Atlantic Fleet.
Target Bay, Culebra.	Feb. 5	Feb. 6	404	To give liberty.
St. George, Grenada.	Feb. 8	Feb. 14	1,268	Search problem. Standardizing trials. With Atlantic Fleet.
Guantanamo Bay, Cuba.	Feb. 19	Mar. 15	66	At sea. Maneuvering with Fourth Division.
Do.	Mar. 15	Mar. 16	66	Do.
Do.	Mar. 16	Mar. 19	54	Do.
Do.	Mar. 19	Mar. 31		
Target range off Cape Cruz, Cuba.	Apr. 1	Apr. 12	157	With remains of the late Capt. Duncan Kennedy, U. S. Navy; coaled ship.
Guanatanamo Bay.	Apr. 12	Apr. 13	1,181	For the burial of the late Capt. Duncan Kennedy, U. S. Navy, anchored for the night off Wolf Trap light, Chesapeake Bay (coaled ship).
Annapolis, Md.	Apr. 17	Apr. 20	381	Anchored for the night off York Spit light, Chesapeake Bay; to rejoin Fourth Division.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Colorado—Continued.	1906.	1906.	<i>Knots.</i>	
Tompkinsville, N. Y.....	Apr. 22	Apr. 26	11	With Fourth Division to receive the French cruiser squadron.
West Ninety-sixth street, North River, New York.	Apr. 26	May 5	10	For dry dock and repairs.
Navy-yard, New York.....	May 5			
Columbia, Lieut. Commander HERBERT O. DUNN, U. S. Navy, commanding. Relieved by Commander JOHN M. BOWYER, U. S. Navy, July 11, 1905.				
	1905.	1905.		
New York.....		Aug. 3		
New Haven.....	Aug. 3	Aug. 5	186	To take Connecticut Naval Militia for annual practice cruise.
Gardiners Bay	Aug. 6	Aug. 12	220	With Connecticut Naval Militia for practice cruise.
New Haven.....	Aug. 12	Aug. 15	50	Return of Connecticut Naval Militia, having finished practice cruise.
New London.....	Aug. 15	Aug. 16	37	Making passage to Newport, R. I.; anchored on account of heavy fog.
Newport.....	Aug. 16	Aug. 19	40	To take the Rhode Island Naval Militia for annual practice cruise.
Gardiners Bay.....	Aug. 19	Aug. 26	43	With Rhode Island Naval Militia for practice cruise.
Newport.....	Aug. 26	Aug. 27	43	Return of Rhode Island Naval Militia, having finished practice cruise.
New York.....	Aug. 28	Sept. 21	180	To await orders.
Do.....	Sept. 25			To sea to search for and destroy derelict.
Do.....		Oct. 10		
Newport News, Va.....	Oct. 26	Oct. 27	300	Coal prior to receiving Secretary of War and party on board for trip to Colon and return.
Hampton Roads, Va.....	Oct. 27	Oct. 28	9	Await embarkation Secretary of War and party.
Colon.....	Nov. 2	Nov. 7	1,800	Secretary of War and party on board.
Guantanamo.....	Nov. 9	Nov. 10	745	Secretary of War and party on board; coal.
Hampton Roads, Va.....	Nov. 14	Nov. 18	1,150	Disembarkation of Secretary of War and party.
League Island.....	Nov. 19	Dec. 10	240	Repairs to boilers and other minor repairs.
Guantanamo.....	Dec. 13	Dec. 15	1,317	Coal; relief battalion of marines for Colon on board.
Colon.....	Dec. 17	Dec. 17	720	Disembarkation of relief marines and embarkation of those relieved.
League Island.....	Dec. 23		1,983	Disembarkation of marines brought from Colon and repairs.
League Island, Pa.....		1906. Feb. 2		
	1906.			
Chester, Pa.....	Feb. 15	Feb. 16		Transport apprentice seamen.
Cherry Island.....	Feb. 16	Feb. 17		Do.
Hampton Roads, Va.....	Feb. 17	Feb. 18		Do.
Newport, R. I.....	Feb. 19	Feb. 19	329	Do.
Boston, Mass.....	Feb. 20	Feb. 21	227	Transport Rhode Island's draft.
Hampton Roads, Va.....	Feb. 23	Feb. 23	514	Transport apprentice seamen.
Newport, R. I.....	Feb. 24	Feb. 24	337	Do.
League Island, Pa.....	Feb. 25	Mar. 14	312	Await orders and continue repairs.
Hampton Roads, Va.....	Mar. 15	Mar. 17	217	Ammunition, etc., for the fleet.
Newport, R. I.....	Mar. 18	Mar. 18	325	Transport apprentice seamen.
Tompkinsville, N. Y.....	Mar. 19	Mar. 21	106	Ammunition, etc., for the fleet.
Guantanamo, Cuba.....	Mar. 25	Mar. 28	1,281	Do.
Hampton Roads, Va.....	Apr. 1			Ammunition for store. Prisoners, sick, expiration of enlistment men, etc., for Franklin and Hancock.
Do.....	do	Apr. 3	250	General court-martial prisoners; special court-martial prisoners; sick, and ammunition from Atlantic fleet. Olympia draft from Norfolk.
Tompkinsville.....	Apr. 4	Apr. 4	214	Await orders.
League Island.....	Apr. 5	Apr. 17	1,697	Take part in reunion of United Confederate Veterans.
New Orleans.....	Apr. 23	Apr. 28	217	Coal.
Pensacola.....	Apr. 29	May 2	482	Orders.
Key West.....	May 4	May 5	2,084	Search for derelicts en route and await orders.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Columbia—Continued.				
Hampton Roads	1906. May 14	1906. May 16	<i>Knots.</i> 230	Await orders.
League Island	May 17	May 21	1,262	With 400 marines for Colon; stopped for coal.
Guantanamo	May 25	May 26	603	400 marines for temporary duty on Isthmus of Panama.
Colon	May 28	June 9	155	With governor of Isthmian Canal Zone.
Bocas del Toro	June 10	June 10	145	With governor of Isthmian Canal Zone and to await orders.
Colon	June 11			
Concord, Commander CLIFFORD BOUSH, U. S. Navy, commanding.				
[Commissioned Sept. 16, 1905, at the navy-yard, Puget Sound, Wash.]				
Navy-yard, Puget Sound, Wash	1905. Dec. 24	1905. Dec. 24	1,787	En route Asiatic Station.
Honolulu				
Guam	1906. Jan. 3	1906. Jan. 6	668	En route Asiatic Station.
Cavite	Jan. 19	Jan. 20	3,288	Do.
Manila	Jan. 26	Jan. 27	1,514	Do.
Cavite	Jan. 27	Jan. 31	6	To give men liberty.
Olongapo	Jan. 31	Feb. 1	6	To join squadron.
Cavite	Feb. 1	do	68	Transporting detachment of marines.
Olongapo	do	Mar. 3	63	Stores; join squadron.
Cavite	Mar. 3	Mar. 16	64	Small-arm target practice.
Outer anchorage, Woosung	Mar. 16	Mar. 25	64	Stores.
Inner anchorage, Woosung	Mar. 29	Mar. 30	1,168	In squadron. Tactical exercises en route.
Do.	Mar. 30		3	
Outer anchorage, Woosung	Apr. 8	Apr. 8		In squadron.
Kobe, Japan	Apr. 8	Apr. 9	4	Do.
Yokohama, Japan	Apr. 12	Apr. 16	810	Do.
Nagasaki, Japan	Apr. 17	May 5	358	Do.
Chefoo, China	May 8	May 8	688	Sent 2 injured men to hospital.
	May 10	June 30	573	Laying out great gun target range
Connecticut				
Constellation				
Constitution				
Culgoa, Commander JAMES H. OLIVER, U. S. Navy, retired, commanding.				
[Placed out of commission Aug. 11, 1905, at the navy-yard, New York.]				
Guantanamo Bay, Cuba	1905. July 20	1905. July 13		
Tompkinsville, N. Y.	July 22	July 22		
Navy-yard, New York				
Cumberland				
Cushing				
Cuttlefish				
Dahlgren				
Dale, Lieut. SAMUEL B. THOMAS, U. S. Navy, commanding.				
[Placed in reserve Dec. 5, 1905, at Cavite.]				
Davis				
Decatur, Lieut. DUDLEY W. KNOX, U. S. Navy, commanding.				
[Placed in reserve Dec. 5, 1905, at Cavite.]				
De Long				

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Denver, Commander JOSEPH B. MURDOCK, U. S. Navy, commanding. Relieved by Commander JOHN C. COLWELL, U. S. Navy, Oct. 20, 1906.				
	1905.	1905.	<i>Knots.</i>	
Monte Cristi, Santo Domingo	July 12	July 12	188	Squadron duty.
Guantanamo Bay, Cuba	July 13	July 14	225	For mail and stores.
Monte Cristi, Santo Domingo	July 15	July 17	20	With mail.
Fort Liberte, Haiti	July 17	July 18	20	Coaling.
Monte Cristi, Santo Domingo	July 18	July 26	19	Squadron duty.
Manzanillo Bay, Santo Domingo	July 26	July 29	16	Surveying.
Monte Cristi, Santo Domingo	July 29	July 31	16	Provisions and lay over Sunday.
Manzanillo Bay, Santo Domingo	July 31	Aug. 4	16	Surveying.
Monte Cristi, Santo Domingo	Aug. 4	Aug. 8	208	To relieve Castine.
Guantanamo Bay, Cuba	Aug. 9	Aug. 20	170	Small-arm target practise.
Kingston, Jamaica	Aug. 21	Aug. 26	186	General liberty.
Guantanamo Bay, Cuba	Aug. 27	Aug. 27	203	Squadron duty.
Manzanillo Bay, Santo Domingo	Aug. 28	Sept. 7	19	Blockade duty.
Monte Cristi, Santo Domingo	Sept. 7	Sept. 8	16	To meet squadron commander.
Manzanillo Bay, Santo Domingo	Sept. 8	Sept. 19	16	Blockade and surveying.
Monte Cristi, Santo Domingo	Sept. 19	Sept. 20	64	To meet squadron commander.
Puerto Plata, Santo Domingo	Sept. 21	Sept. 23	58	Chasing suspicious steamer.
Monte Cristi, Santo Domingo	Sept. 23	Sept. 25	16	Lay over Sunday.
Manzanillo Bay, Santo Domingo	Sept. 25	Sept. 27	9	Surveying.
Fort Liberte, Haiti	Sept. 27	Sept. 28	20	Coaling ship.
Manzanillo Bay, Santo Domingo	Sept. 28	Sept. 29	16	Surveying.
Monte Cristi, Santo Domingo	Sept. 29	.....do.....	199	Transfer stores to Yankees.
Guantanamo Bay, Cuba	Sept. 30			For provisions.
Guantanamo, Cuba		Oct. 2	185	Provisions.
Kingston, Jamaica	Oct. 3	Nov. 7	189	Repairs.
Guantanamo, Cuba	Nov. 8	Nov. 9	454	Coal and stores.
San Pedro de Macoris	Nov. 10	Nov. 13	48	General squadron duty.
Santo Domingo City	Nov. 13	Nov. 20	35	With squadron commander.
San Pedro de Macoris	Nov. 20	Dec. 11	264	General squadron duty.
Culebra, United States West Indies.	Dec. 12	Dec. 17	48	To await orders; Third Squadron.
San Juan, P. R.	Dec. 17	Dec. 19	44	Coal and stores.
Culebra, United States West Indies.	Dec. 19	Dec. 23	27	With Third Squadron.
St. Thomas, Danish West Indies.	Dec. 23	Dec. 26	26	Spend Christmas with U. S. S. Des Moines.
Culebra, United States West Indies.	Dec. 26			With Third Squadron.
Do.	1906.	1906.		Do.
San Juan, P. R.	Jan. 19	Jan. 22	32	Coal and provisions.
Bassee Terre, St. Kitts	Jan. 23	Jan. 31	56	Cruising under orders of Navy Department.
St. Johns, Antigua	Jan. 31	Feb. 7	73	Do.
Fort de France, Martinique	Feb. 12	Feb. 16	12	Do.
St. Pierre, Martinique	Feb. 16	Feb. 16	36	Do.
Castries, Santa Lucia	Feb. 17	Feb. 26	116	Do.
Bridgetown, Barbados	Feb. 26	Mar. 8	494	Do.
San Juan, P. R.	Mar. 10	Mar. 11	1,460	To leave sick man. On Mar. 12 had twelve-hour full-power trial assisted draft; from 3.30 p. m., Mar. 16, to 5 p. m., Mar. 18, searching for derelict.
Hampton Roads, Va.	Mar. 18	Mar. 31	11	To await orders.
Navy-yard, Norfolk, Va.	Mar. 31			For minor repairs.
Norfolk, Va.		Apr. 17	12	For repairs.
Hampton Roads, Va.	Apr. 17	Apr. 18	130	With Third Squadron.
Annapolis, Md.	Apr. 19	Apr. 27	145	Attending burial of John Paul Jones.
Norfolk, Va.	Apr. 28	June 6	9	For repairs.
Newport News, Va.	June 6	June 10	139	With Third Squadron.
Annapolis, Md.	June 11	June 18	2,915	To take on midshipmen.
Des Moines, Commander ALEXANDER MCCrackin, U. S. Navy, commanding. Relieved by Commander WILLIAM F. HALSEY, U. S. Navy, Oct. 4, 1905.				
	1905.	1905.		
Barahona, Santo Domingo	July 3	July 3	26	With customs inspector.
Tortuguera Bay, Santo Domingo	July 3	.....do.....	72	Do.
Santo Domingo City	July 4	July 25	36	Protecting American interests.
San Pedro de Macoris, Santo Domingo.	July 25	Aug. 4	28	Surveying harbor.
Catalina Island	Aug. 4	.....do.....	18	Surveying.
San Pedro de Macoris, Santo Domingo.	.....do.....	Aug. 6	36	Surveying harbor.
Santo Domingo City	Aug. 6	.....do.....	308	With Newport.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Des Moines—Continued.				
Guantanamo Bay, Cuba.....	1905. Aug. 8	1905. Aug. 20	Knots. 188	With Olympia, Denver, Yankee, and Topeka. Small-arm target practice.
Kingston, Jamaica.....	Aug. 21	Aug. 26	430	Liberty; with Denver.
Santo Domingo City.....	Aug. 28	Sept. 10	228	Protecting American interests; with Galveston and Newport.
Sanchez, Santo Domingo.....	Sept. 11	Sept. 18	180	Protecting American interests; with Cleveland.
Monte Cristi, Santo Domingo....	Sept. 19	Sept. 21	18	Protecting American interests; with Olympia, Denver, Yankee, and Nashville.
Fort Liberte, Haiti.....	Sept. 21			Surveying harbor; with Denver.
Do.....		Oct. 2	18	Denver, Brutus; surveying harbor.
Monte Cristi, Santo Domingo....	Oct. 2	Oct. 4	18	Olympia, Yankee, Nashville; protecting American interests.
Fort Liberte, Haiti.....	Oct. 4	Oct. 13	18	Scorpion, Brutus; surveying harbor.
Monte Cristi, Santo Domingo....	Oct. 13	Oct. 18	18	Olympia, Nashville, Yankee, Newport; protecting American interests.
Fort Liberte, Haiti.....	Oct. 18	Oct. 31	18	Surveying harbor.
Monte Cristi, Santo Domingo....	Oct. 31	Nov. 21	210	Yankee, Nashville, Eagle, Marcellus; protecting American interests.
Guantanamo Bay, Cuba.....	Nov. 22	Nov. 22	420	Vixen; for coal and provisions.
Santo Domingo City, Santo Domingo.	Nov. 24	Nov. 28	82	Olympia, Scorpion; protecting American interests.
Barahona, Santo Domingo.....	Nov. 28	Nov. 29	26	Protecting American interests.
Tortuguero (Azua), Santo Domingo.	Nov. 29	Dec. 1	69	Do.
Santo Domingo City, Santo Domingo.	Dec. 1	Dec. 8	290	Olympia, Tacoma, Scorpion; protecting American interests.
Culebra, P. R.....	Dec. 9	Dec. 20	52	Olympia, Cleveland, Denver, Alliance; for target practice.
San Juan, P. R.....	Dec. 20	Dec. 21	52	Dubuque; for coal and provisions.
Culebra, P. R.....	Dec. 21	Dec. 23	25	Olympia, Cleveland, Denver, Alliance; for target practice.
St. Thomas, Danish West Indies..	Dec. 23	Dec. 26	25	Denver; for liberty.
Culebra, P. R.....	Dec. 26			Olympia, Cleveland, Denver, Alliance; for target practice.
1906.				
Culebra, Virgin Islands.....		Jan. 19	1,270	Target practice.
Hampton Roads, Va.....	Jan. 25	Feb. 4	8	With Olympia, Charleston, Cleveland, and Austria.
Lambert Point, Va.....	Feb. 4	Feb. 5	715	Searching for derelicts off Cape Hatteras.
Hampton Roads, Va.....	Feb. 9	Feb. 14	540	Awaiting orders.
Boston, Mass.....	Feb. 16			
Do.....		Apr. 15	540	
Old Point Comfort, Va.....	Apr. 17	Apr. 18	122	Cleveland.
Anchorage in Chesapeake Bay en route.	Apr. 18	Apr. 19	12	Minneapolis, Cleveland, Denver.
Annapolis Roads.....	Apr. 19	Apr. 27	94	Ceremonies attending the interment of Rear-Admiral John Paul Jones.
Off Wold Trap light.....	Apr. 27	Apr. 28	50	Denver.
Navy-yard, Norfolk.....	Apr. 28	June 1	14	Fitting out for midshipmen's summer cruise.
Newport News, Va.....	June 1	June 10	142	Assembly of division.
Sharps Island light.....	June 10	June 11	9	
Annapolis Roads.....	June 11	June 18		
Detroit, Lieut. GATEWOOD S. LINCOLN, U. S. Navy, commanding.				
[Placed out of commission Aug. 1, 1905, at Boston.]				
1905.				
Monte Christi, Santo Domingo....	1905.	1905.		
Boston Navy-Yard.....	July 19	July 12		
Dixie, Commander GREENLIEF A. MERRIAM, U. S. Navy, commanding.				
[Placed out of commission at the navy-yard, League Island, Oct. 23, 1905. Recommissioned at the navy-yard, League Island June 2, 1906. Commanded HERBERT O. DUNN, U. S. Navy, commanding.]				
Latitude 40° 18' N., longitude 44° 35' W.		July 1	1,904	Making passage to Gibraltar.
Gibraltar.....	July 6	July 18	407	Coaled ship; in company with Minneapolis and Caesar.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Dixie—Continued.				
	1905.	1905.	<i>Knots.</i>	
Algiers, Algeria.....	July 19	July 20	248	En route to Bona.
Bona, Algeria.....	July 21	Sept. 2	384	Established eclipse station No. 2; Minneapolis three days in port.
Naples, Italy.....	Sept. 4	Sept. 7	376	Cruising on station.
Villefranche, France.....	Sept. 9	Sept. 17	804	With Minneapolis and Cæsar.
Gibraltar.....	Sept. 20	Sept. 21	1,021	Coaled ship; with Cæsar.
Punta Delgada, Azores.....	Sept. 25	Sept. 26	1,020	En route to Hampton Roads.
At sea, latitude 34° N., longitude 45° 55' W.		Oct. 1	1,530	To disembark passengers.
Hampton Roads, Va.....	Oct. 7	Oct. 12	235	To place ship out of commission.
Navy-yard, League Island.....	Oct. 13			
Do.				
	1906.	1906.		
Red Bank, N. J.....	June 21	do		
Navy-yard, League Island.....	do	June 30		En route Monte Christi.
Dolphin, Lieut. Commander JOHN H. GIBBONS, U. S. Navy, commanding. Relieved by Lieut. Commander ANDREW T. LONG, U. S. Navy, Nov. 18, 1905. Relieved by Lieut. Commander WEBSTER A. EDGAR, U. S. Navy, Dec. 12, 1905.				
	1905.	1905.		
Washington, D. C.....	July 17	July 17		Attorney-General and party.
Gloucester, Mass.....	July 19	July 22	677	Do.
Boston, Mass.....	July 22	do	26	Do.
Bar Harbor, Me.....	July 23	July 24	182	Do.
Rockland, Me.....	July 24	July 25	55	Do.
Portland, Me.....	July 25	July 26	70	Do.
Navy-yard, Portsmouth, N. H.....	July 26	July 28	73	Do.
Vineyard Haven, Mass.....	July 28	July 29	140	Do.
Greenport, N. Y.....	July 29	July 30	81	Do.
New London, Conn.....	July 30	July 31	19	Do.
Saybrook, Conn.....				
Oyster Bay, N. Y.....	Aug. 1	Aug. 5	104	With Japanese Peace Commission.
Navy-yard, New York.....				
Oyster Bay, N. Y.....	Aug. 5	do	25	Do.
Newport, R. I.....	Aug. 6	Aug. 7	120	Do.
Portsmouth, N. H.....	Aug. 8	Aug. 21	183	Do.
Navy-yard, Boston, Mass.....	Aug. 21	Sept. 17	58	Navy-yard for inspection.
Oyster Bay, N. Y.....	Sept. 18	Sept. 19	263	Secretary of the Navy and party.
Navy-yard, New York.....	Sept. 19	Sept. 24	25	Do.
Navy-yard, Boston, Mass.....	Sept. 25		288	Under repairs.
Do.....		Oct. 24	55	Repairs.
Provincetown, Mass.....	Oct. 24	Oct. 26	108	Target practice.
Newport, R. I.....	Oct. 26	Oct. 27	445	En route Lynnhaven Bay.
Lynnhaven Bay, Va.....	Oct. 28	Oct. 30	28	President Roosevelt and party.
Wolf Trap light.....	Oct. 30	Oct. 31	140	Prince Louis of Battenberg and party.
Mount Vernon, Va.....	Nov. 6	Nov. 6	13	Do.
Navy-yard, Washington, D. C.....	do			Awaiting orders.
Do.				
	1906.	1906.		
Baltimore, Md.....	Jan. 7	Jan. 7	177	Repairs; awaiting orders.
Lynnhaven Bay, Va.....	Jan. 8	Jan. 8	123	With Secretary of the Navy.
Navy-yard, Washington, D. C.....	Jan. 9	Jan. 29	201	Do.
Mount Vernon, Va.....	Jan. 29	do	13	Repairs; awaiting orders.
Navy-yard, Washington, D. C.....	do	Feb. 21	13	With Chinese Commission.
Alexandria, Va.....	Feb. 21	Feb. 23	9	In connection with celebration of Washington's Birthday.
Navy-yard, Washington, D. C.....	Feb. 23			
Do.....		Apr. 5		
Mount Vernon, Va.....	Apr. 5	do	13	Governor-General of Canada and party.
Navy-yard, Washington, D. C.....	do	Apr. 23	13	Do.
Annapolis, Md.....	Apr. 24	Apr. 24	155	Admiral Dewey and aids re Paul Jones services.
Navy-yard, Washington, D. C.....	Apr. 25	Apr. 28	155	Do.
New York, N. Y.....	Apr. 30	May 3	420	
West Point, N. Y.....	May 3	May 12	37	French officers and party up the Hudson River.
New York, N. Y.....	do	do	37	Do.
Navy-yard, Washington, D. C.....	May 14	May 26	420	
Jamestown, Va.....	May 27	May 28	350	Secretary of War and party.
Yorktown, Va.....	May 29	May 30	203	
Navy-yard, Washington, D. C.....	May 29	May 30	203	
Baltimore, Md.....	May 31	June 1	221	Do.
Annapolis, Md.....				

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Dolphin—Continued.	1906.	1906.	<i>Knots.</i>	
Navy-yard, Washington, D. C....	June 2	June 10	177	
Mount Vernon, Va.....	June 10	do	13	Class of 1861 reunion.
Navy-yard, Washington, D. C....	do	June 12	13	
Norfolk, Va.....	June 13	June 14	183	Assistant Secretary of Navy and party.
Newport News, Va.....	June 14	do	17	Do.
Navy-yard, Washington, D. C....	June 15	June 24	184	
Provincetown, Mass.....	June 26	do	636	Target practice record.
Don Juan de Austria, Com- mander WILLIAM BRAUNERS- REUTHER, U. S. Navy, com- manding.				
[Placed in commission at the navy-yard, Portsmouth, N. H., Dec. 11, 1905.]				
Portsmouth, N. H.....	1905.	1905.		
Do.....	Dec. 30	Dec. 31	50	Correcting compasses.
			310	Making passage to Tompkinsville, N. Y.
	1906.	1906.		
Tompkinsville, N. Y.....	Jan. 2	Jan. 3	8	Making passage to navy-yard.
Navy-yard, New York.....	Jan. 3	Jan. 18	8	Making passage to Tompkinsville, N. Y.
Tompkinsville, N. Y.....	Jan. 18	do	8	Making passage to Sandy Hook, N. J.
Sandy Hook, N. J.....	do	Jan. 19	237	Making passage to Hampton Roads, Va.
Hampton Roads, Va.....	Jan. 20	Jan. 25	81	Trial; underway with the Board of Inspection and Survey on board.
Do.....	Jan. 25	Jan. 26	13	Making passage to navy-yard.
Navy-yard, Norfolk, Va.....	Jan. 26	Feb. 28	13	Making passage to Hampton Roads.
Hampton Roads, Va.....	Feb. 28	Mar. 1	1,208	Making passage to Monte Cristi.
Monte Cristi, Santo Domingo....	Mar. 7	Mar. 18	213	Making passage to Guantanamo, Cuba.
Guantanamo Bay, Cuba.....	Mar. 19	Mar. 20	201	Making passage to Monte Cristi.
Monte Cristi, Santo Domingo....	Mar. 21	Mar. 21	16	Making passage to Congress Point.
Congress Point, Manzanillo Bay, Santo Domingo.	do	Mar. 22	5	Going out to help Dominican gun- boat Independencia get off beach.
Do.....	Mar. 22	Mar. 25	8	Making passage to Fort Liberte Bay.
Fort Liberte Bay, Haiti.....	Mar. 25	Mar. 29	7	Making passage to Manzanillo Bay.
Manzanillo Bay, Santo Domingo....	Mar. 29	do	15	Making passage to Monte Cristi.
Monte Cristi, Santo Domingo....	do	do		
Do.....		Apr. 4	174	Safe-guarding American interests in Santo Domingo waters.
Samana, Santo Domingo.....	Apr. 5	Apr. 11	17	
Sanchez, Santo Domingo.....	Apr. 11	Apr. 22	199	Do.
San Juan, P. R.....	Apr. 23	Apr. 26	34	For coal and provisions.
Fajardo, P. R.....	Apr. 26	May 2	33	For preliminary target practice, Apr. 30 and May 1.
San Juan, P. R.....	May 2	May 5	207	For coal and provisions.
Samana, Santo Domingo.....	May 6	May 14	17	Safe-guarding American interests in Santo Domingo waters.
Sanchez, Santo Domingo.....	May 14	May 22	16	
Samana, Santo Domingo.....	May 22	May 29	17	Do.
Sanchez, Santo Domingo.....	May 29	do	17	Do.
Samana, Santo Domingo.....	do	May 31	17	Do.
Sanchez, Santo Domingo.....	May 31	do	188	Do.
San Juan, P. R.....	June 1	June 3	181	For coal and provisions, and to take officer to hospital.
Samana, Santo Domingo.....	June 4	June 4	17	Safe-guarding American interests in Santo Domingo waters.
Sanchez, Santo Domingo.....	do	do	16	Do.
Samana, Santo Domingo.....	do	June 18	16	For coal.
Sanchez, Santo Domingo.....	June 18	June 19	16	Safe-guarding American interests in Santo Domingo waters.
Samana, Santo Domingo.....	June 19	do		Do.
Dorothea.....				Loaned to the naval militia, Illinois.
Dubuque, Lieut. Commander AUGUSTUS F. FECHTELER, U. S. Navy, commanding.				
Navy-yard, New York.....	1905.	1905.		
		July 15	18	Cruising in obedience to Bureau's order No. 4981-6, of July 10, 1905, to proceed to sea and shake down crew and vessel.
Atlantic Highlands, N. J.....	July 15	July 19	130	Do.
Gardiners Bay, N. Y.....	July 19	July 22	38	Do.
Newport, R. I.....	July 22	July 24	7	Do.
Bradford, R. I.....	July 24	do	7	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Dubuque—Continued	1905.	1905.	<i>Knots.</i>	
Newport, R. I.....	July 24	July 25	29	Cruising in obedience to Bureau's order No. 4981-6, of July 10, 1905, to proceed to sea and shake down crew and vessel.
Menemsha Bight.....	July 25	July 27	124	Do.
Rockport, Mass.....	July 27	July 28	65	Do.
Portland, Me.....	July 28	Aug. 1	510	Do.
Rockland, Me.....	Aug. 3	Aug. 11	539	Do.
New Castle, N. H.....	Aug. 13	Aug. 18	50	Do.
Boston, Mass.....	Aug. 18	Aug. 23	46	Do.
Provincetown, Mass.....	Aug. 23	Aug. 30	5	Do.
Trial course of the Colorado.....	Aug. 30	do.	5	Do.
Provincetown, Mass.....	do.	Sept. 1	5	Do.
Trial course of the Colorado.....	Sept. 1	do.	5	Do.
Provincetown, Mass.....	do.	Sept. 4	259	Do.
New London, Conn.....	Sept. 5	Sept. 11	63	Do.
Menemsha Bight.....	Sept. 11	Sept. 12	105	Do.
Provincetown, Mass.....	Sept. 12	Sept. 14	5	Do.
Trial course of the Colorado.....	Sept. 14	do.	142	Do.
Rockland, Me.....	Sept. 15	Sept. 16	5	Do.
Trial course of the Colorado.....	Sept. 16	do.	5	Do.
Rockland, Me.....	do.	do.	378	Do.
Tompkinsville, N. Y.....	Sept. 18	Sept. 24	270	Do.
Hampton Roads, Va.....	Sept. 25	Sept. 26	396	Do.
Tompkinsville, N. Y.....	Sept. 28	Sept. 29	8	
Navy-yard, New York.....	Sept. 29	Nov. 26	1,239	At the navy-yard for repairs.
Monte Cristi, Santo Domingo.....	Dec. 1	Dec. 2	14	Protecting American interests.
Manzanillo Bay.....	Dec. 2	Dec. 7	22	Do.
Monte Cristi, Santo Domingo.....	Dec. 7	Dec. 8	23	Do.
Manzanillo Bay.....	Dec. 8	Dec. 9	14	Do.
Monte Cristi, Santo Domingo.....	Dec. 9	do.	365	Do.
San Pedro de Macoris.....	Dec. 11	Dec. 11	36	Do.
Santo Domingo City.....	do.	Dec. 12	36	Do.
San Pedro de Macoris.....	Dec. 12	Dec. 19	200	Do.
San Juan.....	Dec. 20	Dec. 21	196	Do.
San Pedro de Macoris.....	Dec. 22	Dec. 22	267	Do.
Puerto Plata.....	Dec. 23	Dec. 26	64	Do.
Monte Cristi, Santo Domingo.....	Dec. 27	Dec. 27	64	Do.
Puerto Plata.....	Dec. 28	Dec. 28	289	Do.
Santo Domingo City, Santo Domingo.....	Dec. 29			
Do.....	1906.	1906.		
San Juan.....	Jan. 13	Jan. 12	227	Do.
Santo Domingo City.....	Jan. 14	Jan. 13	332	Do.
Sanchez.....	Jan. 21	Jan. 20	216	Do.
Macoris.....	Jan. 24	Jan. 23	191	Do.
Santo Domingo City.....	do.	Jan. 24	33	Do.
Macoris.....	Mar. 2	Mar. 2	36	Do.
Culebra.....	Mar. 4	Mar. 3	254	Do.
St. Thomas, W. I.....	Mar. 5	Mar. 5	21	Do.
San Juan.....	Mar. 8	Mar. 7	74	Do.
Macoris.....	Mar. 11	Mar. 10	196	Do.
Santo Domingo City.....	Mar. 13	Mar. 13	34	Do.
Puerto Plata.....	Mar. 13	Mar. 23	290	Do.
Do.....	Mar. 24			
Monte Cristi.....	Apr. 1	Apr. 1	64	Do.
Turks Island.....	Apr. 2	do.	104	Do.
Puerto Plata.....	Apr. 3	Apr. 2	108	Do.
Monte Cristi.....	Apr. 5	Apr. 5	64	Do.
Guantanamo.....	Apr. 7	Apr. 6	206	Do.
Monte Cristi.....	Apr. 8	Apr. 7	211	Do.
San Juan.....	Apr. 15	Apr. 13	338	Do.
Fajardo (target practise).....	Apr. 16	Apr. 16	39	Do.
Fajardo.....	Apr. 16	Apr. 19	114	Do.
San Juan.....	Apr. 22	Apr. 24	35	Do.
Sanchez.....	Apr. 24	Apr. 28	202	Do.
Samana.....	Apr. 29	May 5	17	Do.
San Juan.....	May 5	May 6	188	Do.
Fajardo (target practise).....	May 7	May 7	36	Do.
Fajardo.....	do.	May 8	140	Do.
San Juan.....	May 13	May 13	36	Do.
Santo Domingo City.....	do.	do.	228	Do.
Barahona.....	May 14	May 20	74	Do.
Azua.....	May 20	May 22	24	Do.
Monte Cristi.....	May 22	May 24	407	Do.
Puerto Plata.....	May 26	May 26	71	Do.
Monte Cristi.....	May 27	May 27	70	Do.
Turks Island.....	May 28	May 31	103	Do.
Santiago de Cuba.....	May 31	do.	320	Do.
Guantanamo.....	June 2	June 4	44	Do.
	June 4	June 6	181	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Dubuque—Continued.				
	1906.	1906.	<i>Knots</i>	
Cape Haitien.....	June 7	June 8	31	Protecting American interests.
Monte Cristi.....	June 8	June 14	63	Do.
Puerto Plata.....	June 14	June 15	158	Do.
Sanchez.....	June 16	June 16	189	Do.
Macoris.....	June 17	June 21	34	Do.
Santo Domingo City.....	June 21			Do.
Du Pont				Attached to the Reserve Torpedo Flotilla.
[Placed out of commission June 11, 1906, at the navy-yard, Norfolk, Va.]				
Eagle, Commander FRANK M. BOSTWICK, U. S. Navy, commanding.				
	1905.	1905.		
Navy-yard, Portsmouth, N. H.....		July 1	75	For repairs.
Provincetown, Mass.....	July 2	July 3	40	Special duty with North Atlantic Fleet.
Do.....	July 3	July 5	58	Do.
Do.....	July 5	July 6	35	Do.
Do.....	July 6	July 8	78	For repairs.
Navy-yard, Portsmouth, N. H.....	July 8			
Portsmouth, N. H.....		Oct. 31	128	Do.
Provincetown, Mass.....	Nov. 1	Nov. 2	27	Do.
Do.....	Nov. 2	Nov. 3	76	Do.
Nantucket Sound, Mass.....	Nov. 3	Nov. 4	420	Rough weather.
Hampton Roads, Va.....	Nov. 6	Nov. 8	1,162	For coal and water.
Monte Cristi, Santo Domingo.....	Nov. 13	Nov. 14	18	Duty with Third Squadron.
Fort Liberte, Haiti.....	Nov. 14	Nov. 15	18	For coal.
Monte Cristi, Santo Domingo.....	Nov. 15	Nov. 21	16	Duty with Third Squadron.
Manzanillo Bay, Santo Domingo.....	Nov. 21	Nov. 25	16	Do.
Monte Cristi, Santo Domingo.....	Nov. 25	Nov. 26	16	Do.
Manzanillo Bay, Santo Domingo.....	Nov. 26	Nov. 28	16	Do.
Monte Cristi, Santo Domingo.....	Nov. 28	do	16	Do.
Manzanillo Bay, Santo Domingo.....	do	Dec. 2	16	Do.
Monte Cristi, Santo Domingo.....	Dec. 2	Dec. 3	38	Do.
Do.....	Dec. 3	Dec. 4	18	Do.
Fort Liberte, Haiti.....	Dec. 4	do	8	For coal.
Manzanillo Bay, Santo Domingo.....	do	do	176	Duty with Third Squadron.
Isabella Bay, Santo Domingo.....	Dec. 6	Dec. 6	34	Do.
Do.....	Dec. 7	Dec. 7	43	Do.
Monte Cristi, Santo Domingo.....	do	do	43	Do.
Isabella Bay, Santo Domingo.....	do	Dec. 8	27	Do.
Do.....	Dec. 8	Dec. 9	37	Do.
Do.....	Dec. 9	do	43	Do.
Monte Cristi, Santo Domingo.....	Dec. 10	Dec. 11	16	Do.
Manzanillo Bay, Santo Domingo.....	Dec. 11	Dec. 12	16	Do.
Monte Cristi, Santo Domingo.....	Dec. 12	Dec. 14	47	Do.
Do.....	Dec. 14	Dec. 15	11	Do.
Do.....	Dec. 15	Dec. 16	43	Do.
Do.....	Dec. 16	Dec. 18	59	Do.
Do.....	Dec. 18	Dec. 19	18	Do.
Fort Liberte, Haiti.....	Dec. 19	Dec. 20	18	For coal.
Monte Cristi, Santo Domingo.....	Dec. 20	Dec. 21	222	Duty with Third Squadron.
Sanchez, Santo Domingo.....	Dec. 22	Dec. 23	18	Do.
Santa Barbara, Santo Domingo.....	Dec. 23	Dec. 24	18	Do.
Sanchez, Santo Domingo.....	Dec. 24	Dec. 28	18	Do.
Santa Barbara, Santo Domingo.....	Dec. 28	do	18	Do.
Sanchez, Santo Domingo.....	do			Do.
	1906.	1906.		
Do.....		Jan. 1	208	For coal.
San Juan, P. R.....	Jan. 2	Jan. 3	216	Duty with Third Squadron.
Sanchez, Santo Domingo.....	Jan. 4	Jan. 8	18	Do.
Santa Barbara, Santo Domingo.....	Jan. 8	Jan. 12	8	Do.
Do.....	Jan. 12	Jan. 18	18	Do.
Sanchez, Santo Domingo.....	Jan. 18	Jan. 19	210	For repairs.
San Juan, P. R.....	Jan. 20	Feb. 18	333	Duty with Third Squadron.
Monte Cristi, Santo Domingo.....	Feb. 20	Feb. 21	37	Surveying.
Do.....	Feb. 21	Feb. 23	56	Do.
Do.....	Feb. 23	Feb. 26	45	Do.
Do.....	Feb. 26	Feb. 27	62	Do.
Manzanillo Bay, Santo Domingo.....	Feb. 27	Feb. 28	37	Do.
Do.....	Feb. 28	Mar. 2	46	Do.
Do.....	Mar. 2	do	46	Do.
Monte Cristi, Santo Domingo.....	do	Mar. 3	340	For coal.
San Juan, P. R.....	Mar. 5	Mar. 9	305	Surveying.
Isabella Bay, Santo Domingo.....	Mar. 10	Mar. 11	29	Do.
Do.....	Mar. 11	Mar. 12	38	Do.
Monte Cristi, Santo Domingo.....	Mar. 12	Mar. 14	45	Do.
Isabella Bay, Santo Domingo.....	Mar. 14	Mar. 15	53	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Eagle—Continued.	1906.	1906.	<i>Knots.</i>	
Port Sosua, Santo Domingo.....	Mar. 15	Mar. 16	15	Surveying.
Puerto Plata, Santo Domingo.....	Mar. 16	do	7	Do.
Do.....	do	Mar. 17	42	Do.
Port Sosua, Santo Domingo.....	Mar. 17	Mar. 18	62	Do.
Do.....	Mar. 18	Mar. 19	269	Coal.
San Juan, P. R.....	Mar. 20	Mar. 25	307	Surveying.
Port Sosua, Santo Domingo.....	Mar. 26	Mar. 27	40	Do.
Isabella Bay, Santo Domingo.....	Mar. 27	Mar. 28	36	Do.
Monte Cristi, Santo Domingo.....	Mar. 28	Mar. 29	36	Do.
Isabella Bay, Santo Domingo.....	Mar. 29	Mar. 30	35	Do.
Port Sosua, Santo Domingo.....	Mar. 30	Mar. 31	52	Do.
Do.....	Mar. 31	Apr. 2	268	Do.
San Juan, P. R.....	Apr. 3	Apr. 8	270	Coal.
Port Sosua, Santo Domingo.....	Apr. 9	Apr. 10	44	Surveying.
Do.....	Apr. 10	Apr. 11	62	Do.
Do.....	Apr. 11	Apr. 17	46	Do.
Isabella Bay, Santo Domingo.....	Apr. 17	Apr. 19	25	Do.
Do.....	Apr. 19	do	42	Do.
Port Sosua, Santo Domingo.....	do	Apr. 20	265	Do.
San Juan, P. R.....	Apr. 21	Apr. 27	245	Coal.
Cape Viejo Frances, Santo Domingo.	Apr. 28	Apr. 29	22	Surveying.
Do.....	Apr. 29	Apr. 30	30	Do.
Port Sosua, Santo Domingo.....	Apr. 30	May 1	53	Do.
Do.....	May 1	May 2	60	Do.
Do.....	May 2	May 3	57	Do.
Isabella Bay, Santo Domingo.....	May 3	May 4	38	Do.
Monte Cristi, Santo Domingo.....	May 4	May 5	72	Do.
Manzanillo Bay, Santo Domingo.....	May 5	May 7	175	Do.
Monte Cristi, Santo Domingo.....	May 8	May 11	243	Coal.
Juan Rabel, Haiti.....	May 13	May 14	45	Surveying.
Cape Haitien, Haiti.....	May 14	May 16	31	Do.
Monte Cristi, Santo Domingo.....	May 16	May 18	40	Do.
Cape Haitien, Haiti.....	May 18	May 19	48	Do.
Do.....	May 19	May 20	42	Do.
Do.....	May 20	May 21	192	Do.
Guantanamo, Cuba.....	May 22	May 25	175	Coal.
South Coast Tortuga Island.....	May 26	May 27	33	Surveying.
Do.....	May 27	May 28	25	Do.
Do.....	May 28	May 29	8	Do.
Port Paix, Haiti.....	May 29	May 30	23	Do.
Fond La Grange, Haiti.....	May 30	May 31	32	Do.
Do.....	May 31	June 1	51	Do.
West end Tortuga Island.....	June 2	June 2	204	Do.
Guantanamo, Cuba.....	June 3	June 8	170	Coal.
Juan Rabel, Haiti.....	June 9	June 10	35	Surveying.
St. Nicholas Mole, Haiti.....	June 10	do	106	Do.
Cape Haitien, Haiti.....	June 11	June 11	28	Do.
Do.....	do	June 12	281	Do.
Guantanamo, Cuba.....	June 13	June 13	1,500	Coal.
Gloucester, Mass.....	June 21	June 21	38	Do.
Portsmouth, N. H.....	June 22			Repairs.
Eagle				Navy-yard, Norfolk, Va.
Elcano, Lieut. Commander HUGH RODMAN, U. S. Navy, commanding.	1905.	1905.		
Hollo, P. I.....	July 1	July 3	118	Cruising on station.
Cebu, P. I.....	July 3	July 8	265	Do.
Isabela, P. I.....	July 9	July 10	14	Do.
Zamboanga, P. I.....	July 10	July 11	90	Do.
Jolo, P. I.....	July 12	July 14	68	Do.
Zamboanga, P. I.....	July 14	do	124	Do.
Polloc, P. I.....	July 15	July 20	135	Do.
Isabela, P. I.....	July 21	July 22	550	Do.
Jolo, P. I.....	do	do	550	Do.
Cavite, P. I.....	July 25	Aug. 4	9	Do.
Manila, P. I.....	Aug. 4	Aug. 7	509	Do.
Zamboanga, P. I.....	Aug. 9	Aug. 9	146	Do.
Isabela, P. I.....	Aug. 18	Aug. 19	16	Do.
Lamitin, P. I.....	Aug. 19	Aug. 21	17	Do.
Zamboanga P. I.....	Aug. 21	Aug. 22	14	Do.
Isabela, P. I.....	Aug. 22	Sept. 22	14	Do.
Zamboanga P. I.....	Sept. 22	Sept. 25	14	Do.
Isabela, P. I.....	Sept. 25			
Do.....		Oct. 11	14	Do.
Zamboanga, P. I.....	Oct. 11	Oct. 12	518	Do.
Cavite, P. I.....	Oct. 15	Oct. 16	9	En route China station.
Manila, P. I.....	Oct. 16	Oct. 17	561	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Elcano—Continued.				
	1905.	1905.	<i>Knots.</i>	
Makung Pescadores.....	Oct. 20	Oct. 23	509	En route China station.
Shanghai, China.....	Oct. 27	Dec. 1	48	Cruising on station in company with Baltimore and Quiros.
Upper Acteon buoy.....	Dec. 1	Dec. 2	57	Do.
Kiang Yin, China.....	Dec. 2	Dec. 3	60	Do.
Chinkiang, China.....	Dec. 3	Dec. 5	47	Do.
Nankin, China.....	Dec. 5	Dec. 8	52	Cruising on station with Villalobos and Quiros.
Wuhu, China.....	Dec. 8	Dec. 9	49	Do.
Chauchau, China.....	Dec. 9	do	21	Do.
Tatung Reach.....	do	Dec. 10	36	Do.
Christmas Island.....	Dec. 10	do	11	Do.
Tunglu Reach.....	do	Dec. 11	65	Do.
Kinkiang, China.....	Dec. 11	Dec. 12	88	Cruising on station with Villalobos.
Ngankin, China.....	Dec. 12	Dec. 13	47	Cruising on station.
Tatung, China.....	Dec. 13	Dec. 19	59	En route to Chinkiang to afford protection to foreigners in case of riot by natives.
Wuhu, China.....	Dec. 19	Dec. 20	99	Do.
Chinkiang, China.....	Dec. 20	Dec. 29	47	Do.
Nankin, China.....	Dec. 29			Watching events.
Do.....	1906.	1906.		
		Jan. 13	45	Cruising in the Yangtze Valley and vicinity looking after American interests and affording protection to foreigners.
Chinkiang, China.....	Jan. 13	do	45	Do.
Kiang Yin Point.....	do	Jan. 14	74	Do.
Lower Center buoy.....	Jan. 14	Jan. 15	48	Do.
Woosung, China.....	Jan. 15	do	34	Do.
Top Island.....	Jan. 16	Jan. 16	100	Do.
Wong Yiu Forts.....	do	do	11	Do.
Ningpoo, China.....	do	Jan. 17	12	Do.
Shanghai, China.....	Jan. 17	Feb. 10	136	Do.
Southeast spit buoy.....	Feb. 10	do	42	Do.
Upper Acteon buoy.....	do	Feb. 11	22	Do.
Southeast end Pattenger Island.....	Feb. 11	Feb. 12	60	Do.
Espiegle Rocks.....	Feb. 12	Feb. 13	12	Do.
Chinkiang, China.....	do	do	20	Do.
Nankin, China.....	Feb. 13	Feb. 14	45	Do.
Anchored off Osbourne Reach.....	Feb. 14	Feb. 15	82	Do.
Fitzroy Island.....	Feb. 15	do	27	Do.
Fitzroy light-ship.....	do	Feb. 16	28	Do.
Ngankin, China.....	Feb. 16	Feb. 24	32	Do.
Five miles above Buckminster Island.....	Feb. 24	Feb. 25	16	Do.
Nankin China.....	Feb. 25	Feb. 27	116	Do.
Wuhu, China.....	Feb. 27	do	55	Do.
Barker Island.....	do	Feb. 28	65	Do.
Ngankin, China.....	Feb. 28	Mar. 1	109	Do.
Kiukiang, China.....	Mar. 1	Mar. 19	104	Do.
Free Point.....	Mar. 19	Mar. 20	14	Do.
Kiukiang, China.....	Mar. 20	Mar. 21	14	Do.
Five miles below Cocks Head.....	Mar. 21	Mar. 22	61	Do.
Hankow, China.....	Mar. 22	Mar. 27	85	Do.
Wong Chau Customs Light.....	Mar. 27	Mar. 28	100	Do.
Kiukiang, China.....	Mar. 28	do	151	Do.
Tunglu Reach.....	do	Mar. 29	50	Do.
Tatung Reach.....	Mar. 29	Mar. 30	131	Do.
Nankin, China.....	Mar. 30	Mar. 31	119	Do.
North Tree beacon.....	Mar. 31			
Do.....		Apr. 1	133	Do.
Shanghai, China.....	Apr. 1	Apr. 6	68	Do.
Woosung, China.....	Apr. 6	Apr. 7	13	Do.
Shanghai, China.....	Apr. 7	Apr. 23	13	Do.
Upper Acteon buoy.....	Apr. 23	Apr. 24	64	Do.
Shanghai, China.....	Apr. 24	Apr. 25	64	Do.
Kiang Yiu, China.....	Apr. 25	Apr. 26	95	Do.
Chinkiang, China.....	Apr. 26	Apr. 27	74	Do.
Nankin, China.....	Apr. 27	May 2	45	Do.
Wade Island.....	May 2	May 3	46	Do.
Wuhu, China.....	May 3	May 4	20	Do.
Pants-ki, China.....	May 4	May 5	32	Do.
Nankin, China.....	May 6	May 7	45	Do.
Tunglu Reach, China.....	May 7	May 8	35	Do.
Kiukiang, China.....	May 8	May 10	51	Do.
Boulder Rock, China.....	May 10	May 11	87	Do.
Hankow, China.....	May 11	May 16	64	Do.
Kiukiang, China.....	May 16	May 17	151	Do.
Barkers Island.....	May 17	May 18	168	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Elcano—Continued.	1906.	1906.	Knots.	
Wuhu, China.....	May 18	May 18	37	Cruising in the Yangtze Valley and vicinity looking after American interests and affording protection to foreigners.
Nankin, China.....	do	do	35	Do.
Chinkiang, China.....	do	May 19	45	Do.
Shanghai, China.....	May 19	June 10	156	Do.
Coopers Reach.....	June 10	June 11	90	Do.
Chinkiang, China.....	June 11	June 12	66	Do.
Mud Forts Beacon.....	June 12	do	32	Do.
Nankin, China.....	do	June 13	13	Do.
Kiang-yiu forts.....	June 13	June 14	106	Do.
Shanghai, China.....	June 14	June 23	95	Do.
Chefoo, China.....	June 25		490	
Elfrida.....				Loaned to the Naval Militia, Connecticut.
Enterprise.....				Public Marine School, Boston.
Ericsson.....				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Essex.....				Loaned to the Naval Militia, Ohio.
Farragut.....				Navy-yard, Mare Island, Cal.
Fish Hawk.....				Fish Commission steamer.
Florida, Commander JOHN C. FREMONT, U. S. Navy, commanding. Relieved by Commander CHARLES W. BARTLETT, Oct. 10, 1905.	1905.	1905.		
Rockland, Me.....	July 1	July 1	124	Cruising with midshipmen.
Eastport, Me.....	July 1	July 10	18	Cooperation with civil authorities in celebrating 4th of July.
Lamoine, Me.....	July 10	July 12	49	Cruising with midshipmen.
Rockland, Me.....	July 12	July 13	300	Do.
Gardiners Bay, Long Island.....	July 14	July 15	14	Do.
New London, Conn.....	July 15	July 18	253	Do.
Rockland, Me.....	July 19	July 28	53	Do.
Lamoine, Me.....	July 28	July 30	49	Do.
Rockland, Me.....	July 30	Aug. 1	207	Do.
Bradford, R. I.....	Aug. 2	Aug. 3	52	Do.
Gardiners Bay, Long Island.....	Aug. 3	do	15	Do.
New London, Conn.....	do	Aug. 5	246	Do.
Rockland, Me.....	Aug. 6	Aug. 8	56	Do.
Castine, Me.....	Aug. 8	Aug. 9	49	Do.
Rockland, Me.....	Aug. 9	Aug. 14	230	Do.
Newport, R. I.....	Aug. 15	Aug. 17	38	Do.
New London, Conn.....	Aug. 18	Aug. 23	480	Do.
Washington, D. C.....	Aug. 26	Aug. 29	120	Do.
Solomons, Md.....	Aug. 29	Aug. 30	45	Do.
Annapolis, Md.....	Aug. 30	Aug. 31	136	Disembarked midshipmen.
Newport News, Va.....	Sept. 1	Sept. 3	505	Cruising in squadron; general service.
Provincetown, Mass.....	Sept. 6	Sept. 9	106	Do.
Newport, R. I.....	Sept. 9	Sept. 13	125	Celebration of Old Home Week.
Provincetown, Mass.....	Sept. 14	Sept. 14	25	Preparing for target practice.
Target range, Provincetown, Mass.....	do	Sept. 21	30	Preliminary target practice.
Navy-yard, League Island, Pa.....	Sept. 21	do	441	Proceeding to navy-yard for repairs.
League Island, Pa.....	Sept. 23			
Newport News, Va.....		Nov. 11	240	Rendezvous of squadron.
Charleston, S. C.....	Nov. 12	Nov. 26	412	Cruising in squadron.
Georgetown, S. C.....	Nov. 20	Dec. 4	74	Acting singly.
Southport, N. C.....	Dec. 4	Dec. 6	86	Do.
Wilmington, N. C.....	Dec. 6	Dec. 7	27	Do.
Charleston, S. C.....	Dec. 7	Dec. 11	152	Rejoining flag.
Port Royal and Beaufort, S. C.....	Dec. 12	Dec. 18	85	Acting singly.
Charleston, S. C.....	Dec. 18	Dec. 22	85	Rejoining flag.
Charleston, S. C.....	Dec. 22			
Do.....	1906.	1906.		
Jacksonville, Fla.....	Jan. 3	Jan. 8	115	Acting singly; squadron intelligence work.
Port Royal, S. C.....	Jan. 9	Jan. 9	80	Do.
Charleston, S. C.....	Jan. 10	Jan. 15	95	Do.
Savannah, Ga.....	Jan. 16	Jan. 22	48	Do.
Port Royal, S. C.....	Jan. 22	Jan. 23	85	Do.
Charleston, S. C.....	Jan. 23	Feb. 13	615	Cruising in squadron.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Florida—Continued.				
Key West, Fla.	1906. Feb. 16	1906. Feb. 19	<i>Knots.</i> 485	Cruising in squadron.
Pensacola, Fla.	Feb. 21	Mar. 19	121	In company with Arkansas.
St. Josephs Bay, Fla.	Mar. 20			Record target practice.
Do.		Apr. 2	118	Do.
Pensacola, Fla.	Apr. 3	Apr. 4	424	Cruising coast squadron.
Dry Tortugas, Fla.	Apr. 6	Apr. 6	67	Acting singly.
Key West, Fla.	do	Apr. 8	492	Cruising coast squadron.
Fernandina, Fla.	Apr. 10	Apr. 12	114	Squadron intelligence work.
Port Royal, S. C.	Apr. 12	Apr. 13	80	Rejoin flag.
Charleston, S. C.	Apr. 13	Apr. 21	641	Squadron disbanded.
Navy-yard, League Island, Pa.	Apr. 24	May 23	330	Acting singly.
Annapolis, Md.	May 24	June 18	40	Midshipmen's practice cruise.
Solomons, Md.	June 18	June 22	108	Do.
Newport News, Va.	June 22			
Foote.				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Fortune (lug).				Attached to the navy-yard, Mare Island, Cal.
Fox.				Navy-yard, Mare Island, Cal.
Franklin, Capt. ALBERT C. DILLINGHAM, U. S. Navy, commanding.				Receiving ship, navy-yard, Norfolk, Va.
Frolic, Commander JOHN B. BLISH, U. S. Navy, retired, commanding. Relieved by Ensign RALPH A. KOCH, U. S. Navy, Dec. 15, 1906.				
[Placed out of commission Mar. 31, 1906, at the naval station, Cavite, P. I.]				
	1905.	1905.		
Cavite, P. I.		July 6	188	Investigating favorable sites for wireless telegraph stations in the Philippine Islands.
Romblon, P. I.	July 7	July 9	105	Do.
Sorsogon, P. I.	July 9	July 12	212	Do.
Iloilo, P. I.	July 13	July 14	295	Do.
Surigao, P. I.	July 15	July 17	113	Do.
Cebu, P. I.	July 17	July 18	256	Do.
Zamboanga, P. I.	July 19	July 20	139	Do.
Polloc, P. I.	July 21	July 22	130	Do.
Zamboanga, P. I.	July 23	July 23	10	Do.
Isabela, P. I.	do	July 24	75	Do.
Jolo, P. I.	July 24	July 25	189	Do.
Sandakan, P. I.	July 26	July 27	265	Do.
Puerto Princesa, P. I.	July 28	July 28	170	Do.
Cuyo, P. I.	July 29	July 29	270	Do.
Cavite, P. I.	July 30	July 31	220	Do.
Dagupan, P. I.	Aug. 1	Aug. 2	5	Do.
Lingayen, P. I.	Aug. 2	Aug. 3	220	Do.
Manila, P. I.	Aug. 4	Aug. 4	5	Do.
Cavite, P. I.	do	Aug. 7	340	Do.
Laguan, P. I.	Aug. 8	Aug. 9	66	Dispatch vessel.
Oras, P. I.	Aug. 9	Aug. 10	105	Transporting paymaster of gunboats.
Guinan, P. I.	Aug. 10	Aug. 11	550	Do.
Polloc, P. I.	Aug. 13	Aug. 14	148	Do.
Zamboanga, P. I.	Aug. 15	Aug. 16	18	Do.
Isabela, P. I.	Aug. 16	do	18	Do.
Zamboanga, P. I.	do	Aug. 18	16	Do.
Isabela, P. I.	Aug. 18	Aug. 19	16	Do.
Zamboanga, P. I.	Aug. 19	do	295	Do.
Agusan River, P. I.	Aug. 20	Aug. 22	13	Transporting commander of the Philippine Squadron.
Nasipit Harbor, P. I.	Aug. 22	do	165	Do.
Tacloban, P. I.	Aug. 23	Aug. 24		Do.
Catbalogan, P. I.	Aug. 24	do	65	Do.
Calbayog, P. I.	do	do		Do.
Cayoagan, P. I.	Aug. 25	Aug. 25	170	Do.
Masbate, P. I.	do	do	243	Do.
Agusan, P. I.	Aug. 26	Aug. 26	148	Do.
Tacloban, P. I.	Aug. 27	Aug. 28	132	Do.
Cebu, P. I.	Aug. 28	Aug. 29	475	
Cavite, P. I.	Aug. 31	Sept. 14	35	
Manila, P. I.	Sept. 14	Sept. 23	35	Speed trials.
Manila Bay, P. I.	Sept. 23	Sept. 25	4	Testing tracing shells and new gun sights.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Frolic—Continued.	1905.	1905.	<i>Knots.</i>	
Cavite, P. I.	Sept. 25	Sept. 25	4	
Manila, P. I.	Sept. 26	Sept. 27	4	
Cavite, P. I.	Sept. 27	Sept. 28	35	Typhoon anchorage.
Manila Bay, P. I.	Sept. 28	Sept. 29	4	
Cavite, P. I.		Oct. 4	65	Transporting Col. A. L. Smith.
Olongapo, P. I.	Oct. 4	Oct. 5	20	Do.
Subig Bay and Olongapo, P. I.	Oct. 5	do	61	Do.
Cavite, P. I.	do	Oct. 8	185	Sent south to relieve Elcano.
Romblon, P. I.	Oct. 9	Oct. 9	365	Do.
Isabela, Basilan.	Oct. 11		64	Duty at Isabela.
Two trips to Zamboanga and back	Oct. 19	Oct. 19	145	Towing Gardoqui.
Polloc, Mindinao, P. I.	Oct. 20	Oct. 22	355	Cooperating with Army against Datto Ali.
Davao and vicinity.	Oct. 24	Oct. 25	405	Sent to relieve Pampanga.
Tacloban, Leyte, P. I.	Oct. 26	Oct. 30	130	Going to Cebu for coal.
Hinunangan Bay, P. I.	Oct. 31	Nov. 2	110	Do.
Cebu, Cebu, P. I.	Nov. 2	Nov. 5	140	Inspecting harbor.
Cagayan de Misamis.	Nov. 6	Nov. 7	231	Reporting to general on relieving Pampanga.
Iloilo, P. I.	Nov. 8	Nov. 10	170	Ordered to communicate with Pampanga.
Romblon, P. I.	Nov. 11	Nov. 12	182	Ordered to Cavite.
Cavite, P. I.	Nov. 12	Dec. 9	61	Transporting Captain Ackley, U. S. Navy.
Olongapo, P. I.	Dec. 9	do	61	Do.
Cavite, P. I.	do		45	Preliminary target practice.
Preliminary target practise and 2 trips to Manila, P. I.	Dec. 31			
Galveston, Commander WILLIAM G. CUTLER, U. S. Navy, commanding.	1905.	1905.		
Cherbourg, France.		July 8		
Annapolis, Md.	July 22	July 24	3,567	John Paul Jones expedition.
Tompkinsville, L. I.	July 26	Aug. 4	380	
Oyster Bay, L. I.	Aug. 4	Aug. 5	35	In company with Mayflower and Dolphin in connection with Russo-Japanese peace conference.
Newport, R. I.	Aug. 6	Aug. 7	108	
Portsmouth, N. H.	Aug. 8	Aug. 8	264	Do.
Old Point Comfort, Va.	Aug. 10	Aug. 12	548	
Newport News, Va.	Aug. 12	Aug. 13	8	
Old Point Comfort, Va.	Aug. 13	do	8	
Port au Prince, Haiti.	Aug. 17	Aug. 19	1,182	
Santo Domingo City.	Aug. 21	Aug. 23	440	
San Juan, P. R.	Aug. 24	Aug. 27	237	
Charlotte Amalie, St. Thomas, Danish West Indies.	Aug. 28	Aug. 28	76	
St. John, Antigua, British West Indies.	Aug. 29	Aug. 30	194	
Basse Terre, Guadeloupe, French West Indies.	Aug. 30	Aug. 31	72	Assigned special duty in connection with Minister Plenipotentiary Hollander's cruise through the West Indies representing the State Department.
Pointe à Pitre, Guadeloupe, French West Indies.	Aug. 31	do	29	
Bridgetown, Barbados, British West Indies.	Sept. 1	Sept. 2	226	
Port of Spain, Trinidad, British West Indies.	Sept. 3	Sept. 5	200	
Brighton, Gulf of Paria, Trinidad, British West Indies.	Sept. 5	do	24	
San Juan, P. R.	Sept. 7	Sept. 8		
Santo Domingo City.	Sept. 9	Sept. 11	237	Special duty; West Indies cruise.
Old Point Comfort, Va.	Sept. 15	Sept. 16	1,339	Do.
Tompkinsville, N. Y.	Sept. 17	Sept. 20	277	
Target No. 2, Cape Cod Bay, Mass.	Sept. 22	Sept. 22	350	Primary target practice.
Provincetown, Mass.	do	do	17	Do.
Target No. 5, Cape Cod Bay, Mass.	Sept. 23	Sept. 27	25	Do.
Norfolk, Va.	Sept. 29		555	
Do.		Oct. 5	12	Certain repairs, etc.
Fortress Monroe, Va.	Oct. 5	Oct. 6	539	Final trial trip.
At sea, trial trip by board of inspection.				Do.
Fortress Monroe, Va.	Oct. 8	Oct. 8	12	Do.
Norfolk, Va.	do	Nov. 15	12	Certain repairs.
Fortress Monroe, Va.	Nov. 15	Nov. 22	277	
Tompkinsville, N. Y.	Nov. 23	Dec. 28	752	In company with the U. S. flagship Brooklyn (detached duty).
Gibraltar.	1906.	1906.		
	Jan. 11	Jan. 15	3	On detached duty with the flagship Brooklyn.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Galveston—Continued.				
Algeciras, Spain.....	1906. Jan. 15	1906. Jan. 15	<i>Knots.</i> 3	The Hon. Henry White, United States ambassador to Italy, on board as passenger.
Gibraltar.....	.....do.....	Jan. 18	36	Do.
Tangier, Morocco.....	Jan. 18	Jan. 20	439	On detached duty with the flagship Brooklyn.
Algiers, Algeria.....	Jan. 22	Jan. 27	426	Do.
Villefranche, France.....	Jan. 29	Feb. 9	92	Do.
Genoa, Italy.....	Feb. 10	Feb. 16	348	Do.
Naples, Italy.....	Feb. 17	Feb. 26	677	Do.
Piræus, Greece.....	Mar. 1	Mar. 4	685	Do.
Beirut, Syria.....	Mar. 7	Mar. 10	355	Do.
Alexandria, Egypt.....	Mar. 12	Mar. 26	150	On passage to Asiatic Station.
Port Said, Egypt.....	Mar. 27	Mar. 28	887	On passage to Asiatic Station with the Chattanooga.
Colombo, Ceylon.....	Apr. 11	Apr. 16	1,558	En route to join Asiatic Fleet.
Singapore, Straits Settlements.....	Apr. 22	Apr. 24	1,339	Do.
Cavite, P. I.....	Apr. 29	May 7	1,722	Do.
Yokohama, Japan.....	May 13	June 2	367	In company with the Ohio
Kobe, Japan.....	June 4	June 11	120	Do.
Obe Hato Ura, Japan.....	June 11	June 12	241	Do.
Nagasaki, Japan.....	June 13	June 22	574	Speed trial.
Chefoo, China.....	June 24			
General Alava				Dispatch boat, Asiatic Fleet.
[Placed out of service Feb. 26, 1906, at the Naval Station, Cavite, P. I.]				
Georgia				Under construction at the Bath Iron Works, Bath, Me.
Glacier , Commander HARRY H. HOSLEY, U. S. Navy, commanding.				
[Commissioned Sept. 15, 1905, at the navy-yard, Boston.]				
Boston, Mass.....		Dec. 3	371	Fitting out.
New York, N. Y.....	Dec. 5	Dec. 13	350	Continued fitting out.
Solomons, Md.....	Dec. 15	Dec. 28	295	Fitting out in company with other vessels and dry dock Dewey.
Latitude 35° 02' north, longitude 72° 31' west.	Dec. 31			Towing dry dock Dewey to Philippine Islands, in company with Brutus, Cæsar, and Potomac.
Do.....	1906.	1906.		Do.
Las Palmas, Canary Islands.....	Feb. 23	Jan. 1 Mar. 18	3,596 1,155	Senior officer present with Brutus, Cæsar, and Potomac, in company with Tacoma from Mar. 2 to Mar. 7.
Latitude 38° 18' north, longitude 7° 16' east.	Mar. 31			Towing dry dock Dewey to Philippines, in company with Brutus, Cæsar, and Potomac.
Port Said, Egypt.....	Apr. 18	Apr. 25	87	Towing the Dewey to the Philippines.
Suez, Egypt.....	Apr. 26	May 3	3,553	Do.
Colombo, Ceylon.....	June 5	June 6	1,632	Do.
Singapore, Straits Settlements.....	June 21	June 28		
Gloucester				At the navy-yard, Pensacola, Fla.
Goldsborough				At the navy-yard, Puget Sound, Wash.
Gopher				Loaned to the naval militia, Minnesota.
Grampus , Lieut. STANLEY WOODS, U. S. Navy, commanding. Relieved Nov. 3, 1905, by Ensign JOSEPH F. DANIELS, U. S. Navy.				At the navy-yard, Mare Island, Cal.
Granite State				Loaned to the naval militia, New York.
Gunboat No. 16				Contract not yet awarded.
Gwin				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Hancock , Capt. WILLIAM H. EMORY, U. S. Navy, commanding.				Receiving ship, navy-yard, New York.
Hannibal (collier).....				Collier service on Atlantic coast.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Hartford , Commander TEN EYCK D. W. VEEDER, U. S. Navy, commanding. [Placed in reserve Sept. 9, 1905, at the Naval Academy.]	1905.	1905.	<i>Knots.</i>	
Gardiner's Bay, N. Y.....	July 9	July 12	.....	Instruction of midshipmen.
Rockland, Me.....	July 15	July 18	.....	Do.
Newport, R. I.....	July 21	Aug. 1	.....	Do.
Rockland, Me.....	Aug. 1	Aug. 2	.....	Do.
Belfast, Me.....	Aug. 2	Aug. 3	.....	Do.
Rockland, Me.....	Aug. 3	Aug. 4	.....	Do.
Castine, Me.....	Aug. 4	Aug. 14	.....	Do.
Rockland, Me.....	Aug. 16	Aug. 19	.....	Do.
New London, Conn.....	Aug. 19	Aug. 22	.....	Do.
Newport, R. I.....	Aug. 22	Aug. 24	.....	Do.
New London, Conn.....	Aug. 26	Aug. 30	.....	Do.
Solomons, Md.....	Aug. 30	Aug. 31	.....	Do.
Annapolis, Md.....	Sept. 1	Sept. 7	.....	Do.
Annapolis, Md.....	Sept. 7		.....	Do.
Hawk				Loaned to the naval militia, Ohio.
Helena				At the naval station, Cavite.
Hercules (tug).....				Attached to the navy-yard Norfolk, Va.
Hist				Attached to the training station, Newport, R. I.
Holland , Gunner EMIL SWANSON, U. S. Navy, commanding.				At the navy-yard, Norfolk, Va
Hopkins , Lieut. Commander MONTGOMERY M. TAYLOR, U. S. Navy, commanding. Relieved by Lieut. CHARLES W. FOR- MAN, U. S. Navy, Dec. 26, 1905.				Attached to the Second Torpedo Flo- tilla, U. S. Atlantic Fleet.
Hornet				At the navy-yard, Norfolk, Va.
Hull , Lieut. FREDERICK A. TRAUT, U. S. Navy, command- ing. [Placed out of commission at the navy-yard, League Island, Pa., Sept. 30, 1905.]				At the navy-yard, League Island, Pa.
Huntress				Loaned to the naval militia, New Jer- sey.
Idaho				Under construction at the works of William Cramp & Sons, Philadel- phia, Pa.
Illinois , Capt. JOHN A. RODGERS, U. S. Navy, commanding. Re- lieved by Capt. GOTTFRIED BLOCKLINGER, U. S. Navy, June 20, 1906.	1905.	1905.		
New York, N. Y.....	July 6	July 12	.....	Tactical data.
Provincetown, Mass.....	July 13	July 19	374	Full-speed trial.
Newport, R. I.....	July 22	July 24	282	With fleet escorting remains of John Paul Jones.
Annapolis, Md.....	July 25	July 26	880	With fleet.
Hampton Roads, Va.....	July 27	Aug. 1	140	Forced-draft trial.
New York, N. Y.....	Aug. 4	Aug. 10	322	With fleet.
Frenchmans Bay, Me.....	Aug. 11	Aug. 15	786	With Second Squadron.
Boston, Mass.....	Aug. 15	Aug. 17	190	Tactical maneuvers.
Provincetown, Mass.....	Aug. 19	Aug. 25	49	Do.
Newport, R. I.....	Aug. 25	Aug. 28	308	With fleet.
Watch Hill, R. I.....	Aug. 29	Sept. 29	29	Preliminary target practice.
Provincetown, Mass.....	Oct. 1	Oct. 12	288	With Battle-ship Squadron; no ma- neuvres.
New York, N. Y.....	Oct. 13	Oct. 30	297	Do.
Hampton Roads, Va.....	Oct. 30	Nov. 7	138	With Battle-ship and Cruiser Squad- ron; no maneuvers.
Annapolis, Md.....	Nov. 8	Nov. 20	303	Making passage to navy-yard, Bos- ton, Mass., alone.
New York, N. Y.....	Nov. 22		394	General repairs.
Boston, Mass.....				

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Illinois—Continued.				
	1906.	1906.	<i>Knots.</i>	
Boston, Mass.	Jan. 4	Jan. 2	384	Making passage alone to New York.
New York, N. Y.	Jan. 7	Jan. 7	277	Making passage with Maine, Kearsarge and Alabama.
Hampton Roads, Va.	Jan. 8	Jan. 17	1,514	Alone; acting as scout on test of wireless communication with dry dock Dewey.
Culebra, United States West Indies.	Jan. 23	Jan. 29	70	Fleet tactics with Battle-ship Squadron.
Do.	Jan. 29	Jan. 30	75	Fleet tactics with Second Division.
Do.	Jan. 30	Jan. 31	73	Do.
Do.	Jan. 31	Feb. 1	41	Do.
Do.	Feb. 1	Feb. 6	498	With fleet until midnight of 6th, then with Second Division.
Bridgetown, Barbados.	Feb. 8	Feb. 15	1,051	With Second Division, making test of interference by wireless.
Guantanamo Bay, Cuba.	Feb. 19	Feb. 20	43	With Battle-ship Squadron, on measured mile course.
Do.	Feb. 20	Mar. 15	40	Fleet maneuvers with Iowa, Alabama, and Indiana.
Do.	Mar. 15	Mar. 16	49	Do.
Do.	Mar. 19	Mar. 31	227	Do.
Target range, off Cape Cruz.	Apr. 1	Apr. 1	223	En route to Annapolis, meet French squadron and attend funeral John Paul Jones.
Guantanamo Bay, Cuba.	Apr. 11	Apr. 13	1,225	Do.
Annapolis, Md.	Apr. 17	Apr. 27	137	Do.
Hampton Roads, Va.	Apr. 27	Apr. 28	8	Do.
Newport News, Va.	Apr. 28	Apr. 30	8	With Alabama, Iowa, and Indiana.
Hampton Roads.	Apr. 30	May 4	298	Do.
New York, N. Y.	May 5	May 13	388	Alone to Boston for repairs.
Boston, Mass.	May 14			
Independence, Capt. WILLIAM T. BURWELL, U. S. Navy, commanding. Relieved by Commander ALLEN G. ROGERS, U. S. Navy, retired, Sept. 5, 1905. Relieved by Capt. GILES B. HARBER, U. S. Navy, Oct. 16, 1905.				
Indiana, Capt. Edward D. Tausig, U. S. Navy, commanding.				
[Placed in commission at the navy-yard, New York, Jan. 8, 1906.]				
	1906.	1906.		
Navy-yard, New York.	Feb. 9	Feb. 9		Fitting out and preparing for sea.
Tompkinsville, N. Y.	Feb. 9	Feb. 10	8	Do.
Hampton Roads, Va.	Feb. 11	Feb. 15	285	To receive Board of Inspection and Survey.
Do.	Feb. 15	Feb. 18	164	Trials by Board of Inspection and Survey.
Newport News, Va.	Feb. 18	Feb. 19	10	Coal.
Hampton Roads, Va.	Feb. 19	Feb. 20	10	Final stores and preparations for sea.
Guantanamo Bay, Cuba.	Feb. 26	Mar. 16	1,137	To join fleet; school of the ship.
Do.	Mar. 16	Mar. 17	40	Swinging ship and standardizing propellers en route.
Do.	Mar. 17	Mar. 20	40	Maneuvers with Second Division.
Do.	Mar. 20	Mar. 31	85	Do.
Target grounds, off Cape Cruz, Cuba.	Apr. 1		222	En route with Atlantic Fleet for target range; fleet maneuvers en route.
Off Cape Cruz, Cuba, target range.	do	Apr. 1	423	Record target practice for 1906.
Guantanamo Bay, Cuba.	Apr. 11	Apr. 13	197	Coal.
Annapolis, Md.	Apr. 17	Apr. 27	1,225	With Second Division, Paul Jones ceremonies.
Hampton Roads, Va.	Apr. 28	May 4	135	Waiting orders.
North River, N. Y.	May 5	May 8	293	General liberty.
Navy-yard, New York.	May 8		9	
Intrepid.				
Ionia.				
Under construction at the navy-yard, Mare Island, Cal.				
Transferred to the Marine-Hospital Service.				
Iowa, Capt. BENJAMIN F. TILLEY, U. S. Navy, commanding.				
	1905.	1905.		
Newport News, Va.	July 3	July 3	422	In squadron.
Provincetown, Mass.	July 5	July 12	255	

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Iowa—Continued.				
	1905.	1905.	<i>Knots.</i>	
Newport, R. I.	July 13	July 19	640	In squadron.
Annapolis, Md.	July 23	July 24	120	Do.
Hampton Roads, Va.	July 25	July 26	308	Do.
New York, N. Y.	July 27	Aug. 1	480	Do.
Bar Harbor, Me.	Aug. 8	Aug. 10	180	Do.
Boston, Mass.	Aug. 11	Aug. 15	45	Do.
Provincetown, Mass.	Aug. 15	Aug. 17	255	Do.
Newport, R. I.	Aug. 19	Aug. 25	30	Do.
Watch Hill, R. I.	Aug. 25	Aug. 28	275	
Provincetown, Mass.	Aug. 29	Sept. 12	17	
Target range, Cape Cod Bay, Mass.	Sept. 12	Sept. 29	17	
Provincetown, Mass.	Sept. 29	Sept. 30		
North River, N. Y.	Oct. 1	Oct. 12	251	Do.
Hampton Roads, Va.	Oct. 13	Oct. 30	130	Do.
Annapolis, Md.	Oct. 30	Nov. 7	380	Do.
North River, N. Y.	Nov. 8	Nov. 20	252	Do.
Hampton Roads, Va.	Nov. 21	Nov. 22	15	Do.
Navy-yard, Norfolk, Va.	Nov. 22	Dec. 23	209	Do.
Navy-yard, New York.	Dec. 24	Dec. 28	6	In dry dock Dec. 26-28.
North River, N. Y.	Dec. 28	Dec. 30	252	Do.
Hampton Roads, Va.	Dec. 31			
	1 06.	1906.		
Do.		Jan. 17	1,028	
Culebra, United States West Indies.	Jan. 22	Feb. 6	448	
Barbadoes, British West Indies. ..	Feb. 8	Feb. 15	862	
Guantanamo Bay, Cuba.	Feb. 19	Mar. 31		
Target range, Cape Cruz.	Apr. 1	Apr. 10	173	Record target practice.
Guantanamo, Cuba.	Apr. 11	Apr. 13	1,168	Steaming with Second Division.
Annapolis, Md.	Apr. 17	Apr. 27	110	Attending Paul Jones ceremonies.
Hampton Roads, Va.	Apr. 27	Apr. 29	10	
Newport News, Va.	Apr. 29	May 1	10	
Hampton Roads, Va.	May 1	May 4	232	
New York, N. Y.	May 5	May 13	261	
Norfolk Navy-Yard.	May 14	June 30		
Iris (collier)				Collier service on the Asiatic Station.
Iroquois, Lieut. Commander ALBERT P. NIBLACK, U. S. Navy, commanding. Relieved by Lieut. JAMES F. CARTER, U. S. Navy, Mar. 2, 1906.				Attached to the naval station, Hawaii.
Isla de Cuba.				At the navy-yard, Portsmouth, N. H.
Isla de Luzon.				At the naval station, Pensacola, Fla.
Iwana (tug)				Attached to the navy-yard, Boston, Mass.
Jamestown.				Marine-Hospital Service.
Justin (collier)				Collier service on the Asiatic Station.
Kansas.				Under construction at the works of the New York Ship Building Co., Camden, N. J.
Katahdin.				At the navy-yard, League Island, Pa.
Kearsarge, Capt. RAYMOND P. RODGERS, U. S. Navy, commanding. Relieved by Capt. HERBERT WINSLOW, U. S. Navy, Dec. 23, 1905.				
	1905.	1905.		
Provincetown, Mass.		July 1	4	In squadron.
Measured Mile.	July 1	do.	45	Standardizing screws.
Provincetown, Mass.	July 1	July 12	152	In squadron; speed time.
Newport, R. I.	July 13	July 19	669	In squadron; search problem.
Hampton Roads, Va.	July 22	July 26	320	In squadron; speed trial.
New York, N. Y.	July 27	Aug. 1	507	In squadron.
Bar Harbor, Me.	Aug. 3	Aug. 15	125	Do.
Portland, Me.	Aug. 11	do.	107	Do.
Provincetown, Mass.	Aug. 15	Aug. 17	263	Do.
Newport, R. I.	Aug. 19	Aug. 25	32	Do.
Watch Hill, R. I.	Aug. 25	Aug. 28	297	Do.
Provincetown, Mass.	Aug. 29	Sept. 12	17	Do.
Target range No. 3.	Sept. 12	Sept. 29	17	Preliminary target practice.
Provincetown, Mass.	Sept. 29	Sept. 30		

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Kearsarge—Continued.				
	1905.	1905.	<i>Knots.</i>	
League Island, Pa.....	Oct. 2	Oct. 5	230	Singly.
New York, N. Y.....	Oct. 7	Oct. 12	285	Do.
Hampton Roads, Va.....	Oct. 13	Oct. 30	180	Squadron.
Annapolis, Md.....	Oct. 30	Nov. 7	465	Do.
New York, N. Y.....	Nov. 8	Nov. 20	230	Do.
Philadelphia, Pa.....	Nov. 21	Dec. 27	230	Singly.
New York, N. Y.....	Dec. 28			
	1906.	1906.		
New York Navy-Yard.....		Jan. 6	4	Passage.
Tompkinsville, N. Y.....	Jan. 6	Jan. 7	276	With Maine, Alabama, and Illinois.
Hampton Roads, Va.....	Jan. 8	Jan. 17	1,276	Wireless test with dry dock Dewey.
Culebra, United States West Indies.	Jan. 22	Feb. 6	526	With First Division and Second Torpedo Flotilla.
Port of Spain, Trinidad.....	Feb. 8	Feb. 14	1,085	Scouting problem.
Guantanamo Bay, Cuba.....	Feb. 19	Mar. 31	138	On passage to target grounds.
Cape Cruz, Cuba.....	Apr. 1	Apr. 13	215	Target practice.
Guantanamo Bay, Cuba.....	Apr. 14	Apr. 28	188	Passage.
Cape Cruz, Cuba.....	Apr. 24	Apr. 24	182	Target practice.
Guantanamo Bay, Cuba.....	Apr. 25	Apr. 28	1,345	Passage with squadron.
Tompkinsville, N. Y.....	May 3	May 4	12	Do.
North River, N. Y.....	May 4	June 1	388	Passage.
Provincetown, Mass.....	June 2	June 3	519	Passage; standardizing screws.
League Island Navy-Yard.....	June 5	June 22	230	Passage.
Tompkinsville, N. Y.....	June 23	June 23	6	Do.
Navy-yard, New York.....	do			
Dry dock No. 3.....	June 25	June 30		
Kentucky, Capt. WILLIAM J. BARNETTE, U. S. Navy, commanding. Relieved by Capt. EDWARD B. BARRY, U. S. Navy, Dec. 31, 1905.				
	1905.	1905.		
Provincetown, Mass.....		July 12	298	Forced draft trial.
Newport, R. I.....	July 13	July 19	750	Search problem, Third Division.
Hampton Roads, Va.....	July 22	July 26	370	Forced draft trials.
North River, N. Y.....	July 27	Aug. 1	490	Fleet evolutions.
Bar Harbor, Me.....	Aug. 3	Aug. 11	117	Cruising formation; coal.
Portland, Me.....	Aug. 11	Aug. 15	110	Do.
Provincetown, Mass.....	Aug. 15	Aug. 17	283	Do.
Narragansett Pier, R. I.....	Aug. 18	Aug. 19		
Newport, R. I.....	Aug. 19	Aug. 25	28	Tactical drill; coal.
Watch Hill, R. I.....	Aug. 25	Aug. 28	289	Evolutions.
Provincetown, R. I.....	Aug. 29	Sept. 11	25	Preparing for target practice.
Range, Cape Cod Bay, Mass.....	Sept. 11	Sept. 28	24	Preliminary target practice.
Provincetown, Mass.....	Sept. 29	Sept. 29	540	Standardizing screws; coal.
Hampton Roads, Va.....	Oct. 1	Oct. 3	292	Survey for repairs.
New York, N. Y., Seventy-ninth street.	Oct. 4	Oct. 12	266	Cruising with North Atlantic Fleet.
Hampton Roads, Va.....	Oct. 13	Oct. 30	136	Do.
Annapolis, Md.....	Oct. 30	Nov. 7	389	British squadron, welcome of.
New York, N. Y., Seventy-ninth street.	Nov. 8	Nov. 20	318	Do.
Navy-yard, Norfolk, Va.....	Nov. 21	Nov. 28	288	Repairs, coal, stores, etc.
Navy-yard, New York.....	Dec. 29			
	1906.	1906.		
Do.....		Jan. 7	18	Docking and repairs; coal and stores; cruising with fleet; grounded and Alabama collided with Kentucky Jan. 7.
Tompkinsville, N. Y.....	Jan. 7	Jan. 8	6	Ascertaining damage of collision.
Navy-yard, New York.....	Jan. 8	Jan. 21	1,434	Repairs, coal, and stores.
Culebra, Virgin Islands.....	Jan. 26	Feb. 6	510	Coal; cruising with fleet.
Port of Spain, Trinidad.....	Feb. 8	Feb. 14	1,013	Coal; cruising with fleet and engaged in scouting problem.
Guantanamo Bay, Cuba.....	Feb. 19	Mar. 31	222	Coal; standardizing propellers; tactical evolutions; small-arm target practice; mining operations and fleet routine.
Off Cape Cruz, Cuba.....	Apr. 1	Apr. 14	236	Record target practice; standardizing propellers; coal.
Guantanamo, Cuba.....	Apr. 15	Apr. 23	167	Coal.
Off Cape Cruz, Cuba.....	Apr. 24	Apr. 26	179	Target practice 5-inch battery to qualify gun pointers.
Guantanamo, Cuba.....	Apr. 27	Apr. 28	1,311	Full-power trials.
Tompkinsville, N. Y.....	May 3	May 4	10	Cruising with fleet.
Seventy-ninth street, Hudson River, N. Y.	May 4	June 1	354	Coal; liberty of crew.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Kentucky—Continued.				
Provincetown, Mass.	1906. June 2	1906. June 3	Knots. 550	Standardizing propellers.
Hampton Roads, Va.	June 5	June 6	16	
Navy-yard, Norfolk, Va.	June 6			Repairs.
Keystone State				Loaned to the naval militia, Pennsylvania.
Lancaster. Commander HORACE M. WITZEL, U. S. Navy, retired, commanding. Relieved by Capt. JAMES M. MILLER, U. S. Navy, Apr. 3, 1906.				Receiving ship, navy-yard, League Island, Pa.
Lawrence. Lieut. ANDRE M. PROCTOR, U. S. Navy, commanding. Relieved by Lieut. THOMAS C. HART, U. S. Navy, Dec. 9, 1905.				Attached to the Second Torpedo Flotilla, U. S. Atlantic Fleet.
Lawton. Commander WILLIAM WINDER, U. S. Navy, commanding. Relieved by Commander CHARLES F. POND, U. S. Navy, Dec. 13, 1905. Relieved by Commander WILLIAM WINDER, U. S. Navy, Mar. 6, 1906. Relieved by Commander JOHN F. PARKER, U. S. Navy, Apr. 4, 1906.				
	1905.	1905.		
Cavite, P. I.	July 5	July 5		Stores and liberty.
Manila, P. I.	July 7	July 7	7	Orders and stores.
Cavite, P. I.	July 7	July 8	7	
Guam, L. I.	July 15	July 20	1,573	En route to United States with drafts from the Asiatic Station.
Honolulu, Hawaii.	Aug. 2	Aug. 6	3,323	
San Francisco, Cal.	Aug. 15	Aug. 16	2,000	
Mare Island, Cal.	Aug. 16		30	
Do.		Dec. 14		
San Francisco, Cal.	Dec. 11	do.	30	En route to Asiatic Station.
Mare Island, Cal.	Dec. 15	Dec. 16	30	Returned to navy-yard for repairs.
San Francisco, Cal.	Dec. 16	Dec. 18	30	En route to Asiatic Station.
Honolulu, Hawaii.	Dec. 26	Dec. 29		Do.
	1906.	1906.		
Guam, L. I.	Jan. 10	Jan. 11	2,460	Do.
Cavite, P. I.	Jan. 17	Jan. 29	1,443	Do.
Guam, L. I.	Feb. 4	Feb. 5	1,511	Returning to United States.
Honolulu, Hawaii.	Feb. 17	Feb. 23	3,266	Do.
San Francisco, Cal.	Mar. 3	Mar. 5	2,044	Do.
Mare Island, Cal.	Mar. 5	Apr. 5	280	
San Francisco, Cal.	Apr. 5	Apr. 7	2,087	Towing barge for pile driver from Midway and en route to Tutuila.
Honolulu, Hawaii.	Apr. 16	Apr. 23	2,206	Samoa with men and stores.
Tutuila, Samoa.	May 1	May 3	2,234	Return to United States with men from the U. S. S. Adams.
Honolulu, Hawaii.	May 12	May 18	2,064	
San Francisco, Cal.	May 26	June 4		
Lebanon (collier)				Collier service on the Atlantic coast.
Leonidas (collier)				Do.
Leyte				At the naval station, Cavite, P. I.
Louisiana. Capt. ALBERT R. COUDEN, U. S. Navy, commanding. [Placed in commission June 2, 1906, at the Norfolk Yard.]				
	1906.	1906.		
Norfolk, Va.		June 28	24	
Lynnhaven Bay, Va.	June 28	June 30		Cruising for drill.
Macdonough. Lieut. ROLAND I. CURTIS, U. S. Navy, commanding. Relieved by Lieut. ALBERT H. MACCARTHY, U. S. Navy, Aug. 8, 1905. Relieved by Lieut. KENNETH M. BENNETT, U. S. Navy, Oct. 20, 1905.				Attached to the Second Torpedo Flotilla, U. S. Atlantic Fleet.
Machias				At the navy-yard, Pensacola, Fla.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Mackenzie				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Maine, Lieut. Commander THOMAS S. RODGERS, U. S. Navy, commanding. Relieved by Capt. NATHAN E. NILES, U. S. Navy, July 15, 1905	1905.	1905.	<i>Knots.</i>	
Provincetown, Mass.....	July 12	July 12	273	
Newport, R. I.....	July 13	July 19	414	
Hampton Roads, Va.....	July 22	July 26	301	
North River, N. Y.....	July 27	Aug. 1	467	
Bar Harbor, Me.....	Aug. 3	Aug. 11	120	In combined or battle ship squadron at and between the different ports, engaged in various evolutions during passage between ports.
Portland, Me.....	Aug. 11	Aug. 15	100	
Provincetown, Mass.....	Aug. 15	Aug. 16	157	
Narragansett Pier, R. I.....	Aug. 18	Aug. 19	12	
Newport, R. I.....	Aug. 19	Aug. 25	295	
Watch Hill, R. I.....	Aug. 25	Aug. 28	257	
Provincetown, Mass.....	Aug. 29	Sept. 11	16	
Target range, Cape Cod Bay, Mass	Sept. 11	Sept. 29	16	Target practice
Provincetown, Mass.....	Sept. 29	Sept. 30		
North River, N. Y.....	Oct. 1	Oct. 12	288	Awaiting orders.
Hampton Roads, Va.....	Oct. 13	Oct. 30	136	Do.
Annapolis, Md.....	Oct. 30	Nov. 7	385	Entertaining British squadron of six cruisers.
North River, N. Y.....	Nov. 8	Nov. 20	7	Do.
Navy-yard, New York.....	Nov. 20			Repairs, dry dock and coal
Do.....	1906	1906.		
North River, N. Y.....	Jan. 4	Jan. 7	283	Repairs.
Hampton Roads, Va.....	Jan. 8	Jan. 17	1,325	In company with combined squadron.
Culebra, V. I.....	Jan. 2	Feb. 6	512	Do.
Port of Spain, Trinidad.....	Feb. 8	Feb. 14	1,059	Do.
Guantanamo Bay, Cuba.....	Feb. 19	Mar. 3		Do.
Target grounds, off Cape Cruz, Cuba.	Apr. 1	Apr. 15	189	Record target practice.
Guantanamo Bay, Cuba.....	Apr. 16	Apr. 28	1,320	In company Missouri, Kearsarge, and Kentucky; full power trials.
Tompkinsville, N. Y.....	May 3	May 4	12	In company Missouri, Kearsarge, and Kentucky.
Seventy-ninth street, North River, N. Y.	May 4	June 4	365	In company Missouri.
Provincetown, Mass.....	June 5	June 6	55	Do.
Rockport, Mass.....	June 6	June 9	381	Do.
Tompkinsville, N. Y.....	June 11	June 11	6	Await orders.
Navy-yard, New York.....	do.			Dry dock and repairs.
Manila				At the navy-yard, Mare Island, Cal.
Manly				At the navy-yard, Norfolk, Va.
Marblehead, Capt. FRANK H. HOLMES, U. S. Navy, retired, commanding. Relieved by Commander RICHARD T. MULLIGAN, U. S. Navy, Nov. 10, 1905.	1905.	1905.		
Ketchikan, Alaska.....	July 3	July 5	23.5	In squadron.
Loring, Alaska.....	July 5	July 6	300	Do.
Juneau, Alaska.....	July 7	July 9	120	Do.
Skagway, Alaska.....	July 9	July 12	265	Do.
Sitka, Alaska.....	July 13	July 18	800	Do.
Bellingham, Wash.....	July 22	July 25	48	Do.
Port Angeles, Wash.....	July 25	July 28	920	Singly to tow Wyoming.
Port Harford, Cal.....	July 31	Aug. 1	920	Singly.
Port Angeles, Wash.....	Aug. 4	Aug. 29	17	In squadron.
Esquimalt, British Columbia.....	Aug. 29	Sept. 4	17	Do.
Port Angeles, Wash.....	Sept. 4	Sept. 23	860	Singly.
Mare Island, Cal.....	Sept. 27			
Do.....		Dec. 21		
San Francisco, Cal.....	Dec. 21		32	Undergoing repairs.
Do.....	1906.	1906.		
San Diego, Cal.....	Jan. 12	Jan. 15	851	Chicago and Princeton.
La Paz, Mexico.....	Jan. 19	Jan. 21	8	For coal.
Pichilínque, Mexico.....	Jan. 21	Feb. 2	1,049	Investigation of matters connected with the coaling station.
				Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Marblehead—Continued.				
	1906.	1906.	<i>Knots.</i>	
Santa Barbara, Cal.....	Feb. 6	Feb. 6	173	For orders.
San Diego, Cal.....	Feb. 7	Feb. 26	592	With Chicago, Boston, Paul Jones, Princeton, and Perry.
Magdalena Bay, Mexico.....	Mar. 1		272	Target practice.
Do.....		Apr. 4	592	Fleet tactics; Chicago, Boston, Perry, Paul Jones.
San Diego, Cal.....	Apr. 7	Apr. 15	451	Duty in connection with fire at San Francisco.
San Francisco, Cal.....	Apr. 19	May 6	28	Docked May 8 and 9; coaled.
Navy-yard, Mare Island.....	May 6	May 10	29	To communicate with commander in chief, Pacific Squadron.
Sausalito, Cal.....	May 10	do...	1,820	Under sealed orders; coal.
Acapulco, Mexico.....	May 16	May 17	780	Cruising.
Amapala, Honduras.....	May 20	May 21	330	To visit President of Costa Rica.
Punta Arenas, Costa Rica.....	May 22	May 26	490	Duty as station ship, Panama.
Panama, Panama.....	May 28	June 8	698	Duty in connection with S. S. Empire.
Corinto, Nicaragua.....	June 11	June 20	698	Duty as station ship, Panama.
Panama, Panama.....	June 23			
Marcellus (collier).....				Collier service on Atlantic coast.
Marletta, Commander WILLIAM F. FULLAM, U. S. Navy, commanding.				
[Placed in commission May 14, 1906, at the navy-yard, League Island, Pa.]				
	1906.	1906.		
Navy-yard, League Island, Pa....	May 14	May 26	247	Fitting out for sea.
Hampton Roads, Va.....	May 27	May 29	9	Board of inspection on board.
Newport News, Va.....	May 29	May 31	21	Coaling.
Lynnhaven Bay, Va.....	May 31	June 2	1,210	Compensating compasses.
Monte Cristi, Santo Domingo....	June 7	June 20	21	
Port Liberty, Haiti.....	June 20	do...	12	
Manzanillo Bay, Santo Domingo....	do...	June 22	13	Swung ship for compass deviation.
Monte Cristi, Santo Domingo....	June 22	June 23	61	
Puerto Plata, Santo Domingo....	June 23			
Marlon				Loaned to the naval militia, California.
Mariveles				At the naval station, Cavite, P. I.
Massachusetts, Capt. EDWARD D. TAUSSIG, U. S. Navy, commanding.				
[Placed out of commission Jan. 8, 1906, at the navy-yard, New York.]				
	1905.	1905.		
Navy-yard, New York.....		July 1		
Provincetown, Mass.....	July 2	July 12	350	Tactical data and rendezvous.
Newport, R. I.....	July 13	July 19	260	Maneuvers, First Squadron, full-speed trial.
Annapolis, Md.....	July 23	July 24	817	Meet convoy Third Division, maneuvers.
Hampton Roads, Va.....	July 25	July 26	140	Coal; meet First Division.
North River, N. Y.....	July 27	Aug. 1	300	General liberty.
Frenchmans Bay, Me.....	Aug. 3	Aug. 10	445	Maneuvers and coal.
Boston, Mass.....	Aug. 11	Aug. 15	185	Liberty; Second Division maneuvers.
Provincetown, Mass.....	Aug. 15	Aug. 17	44	Rendezvous, First and Second divisions.
Narragansett Bay, R. I.....	Aug. 18	Aug. 19	253	Maneuvers.
Newport, R. I.....	Aug. 19	Aug. 25	7	Maneuvers; liberty, First Squadron.
Watch Hill, R. I.....	Aug. 26	Aug. 28	22	Maneuvers.
Provincetown, Mass.....	Aug. 29	Sept. 7	262	Preparations for target practice.
Boston, Mass.....	Sept. 7	Sept. 8	44	Coal.
Provincetown, Mass.....	Sept. 8	Sept. 11	22	Finish preparations for target practice.
Target range, Cape Cod Bay, Mass.	Sept. 11	Sept. 29	22	Target practice.
Provincetown, Mass.....	Sept. 29	Sept. 30	22	Coal.
North River, N. Y.....	Oct. 1	Oct. 12		Join fleet; general liberty.
Hampton Roads, Va.....	Oct. 13	Oct. 30	280	Maneuvers; coal; drills; landing marines.
Annapolis, Md.....	Oct. 30	Nov. 7	130	Meet British second cruiser squadron.
North River, N. Y.....	Nov. 8	Dec. 6	387	Reception of British cruiser squadron.
Navy-yard, New York.....	Dec. 6			To go out of commission.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Maryland, Capt. ROYAL R. INGERSOLL, U. S. Navy, commanding.	1905	1905.	<i>Knots.</i>	
Block Island Sound.....	July 1	July 1	9	Returning from practice cruise.
Gardiners Bay.....	July 10	July 10	47	For coal.
Newport, R. I.....	July 10	do	8	Do.
Bradford, R. I.....	do	July 12	6	For anchorage after coaling.
Potters Cove, R. I.....	July 12	July 15	288	Slowed during four hours of fog; slowed two hours for tide to serve; destination changed from Provincetown on account of crack in high-pressure cylinder head.
Boston, Mass.....	July 16	July 31	49	
Provincetown, Mass.....	July 31	Aug. 1	1	
Do.....	Aug. 2	Aug. 7	122	Standardizing propellers.
Boston, Mass.....	Aug. 7	Aug. 21	230	To dock.
Provincetown, Mass.....	Aug. 22	Aug. 24	258	Full-speed trial for four hours.
Newport, R. I.....	Aug. 25	Aug. 26	164	
Tompkinsville, N. Y.....	Aug. 27	Aug. 28	5	
Navy-yard, New York.....	Aug. 29			
Do.....		Oct. 28	660	To join Fourth Division.
Wolf Trap, Md.....	Oct. 30	Oct. 31	56	In squadron.
Cedar Point, Md.....	Oct. 31	Nov. 1	40	Do.
Annapolis, Md.....	Nov. 1	Nov. 7	405	In fleet.
One hundred and thirtieth street, New York.	Nov. 8	Nov. 20	327	Do.
Fort Monroe, Va.....	Nov. 21	Nov. 29	9	To coal.
Newport News, Va.....	Nov. 29	Dec. 2	9	From coaling.
Fort Monroe, Va.....	Dec. 2	Dec. 4	72	In squadron; evolving; standard speed 15 knots.
Off Cape Henry, Va.....	Dec. 4	Dec. 5	70	In squadron; evolving; practicing anchoring in formation.
Do.....	Dec. 5	Dec. 6	100	Turning circles.
Fort Monroe, Va.....	Dec. 6	Dec. 12	86	Tactical data.
Cape Charles light-ship.....	Dec. 12	Dec. 13	20	Do.
Do.....	Dec. 13	Dec. 14	38	In squadron; evolving.
Fort Monroe, Va.....	Dec. 14	Dec. 28	9	For coal.
Newport News, Va.....	Dec. 28	Dec. 31	9	From coaling.
Fort Monroe, Va.....	Dec. 31			
Do.....	1906.	1906.		
Target Bay, Culebra.....	Jan. 27	Feb. 2	3,154	Search problem; dry dock.
Off South West Cay.....	Feb. 2	Feb. 3	80	Target practice.
Do.....	Feb. 3	Feb. 4	93	Do.
Do.....	Feb. 4	Feb. 5	91	Do.
Do.....	Feb. 5	Feb. 6	39	Do.
Target Bay, Culebra.....	Feb. 6	Feb. 13	237	For liberty for crew.
St. Johns, Antigua.....	Feb. 7	Feb. 13	338	Scouting from off Barbados.
Off Barbados.....	Feb. 15	Feb. 15	1,067	Do.
Guantanamo, Cuba.....	Feb. 19	Feb. 19	66	Standardizing runs.
Do.....	do	Mar. 15	63	Division evolutions.
Do.....	Mar. 15	Mar. 16	68	Do.
Do.....	Mar. 16	Mar. 19	64	Do.
Do.....	Mar. 19	Mar. 31	215	To target grounds.
Off Cape Cruz, Cuba.....	Apr. 1	Apr. 1	25	To establish target range.
Do.....	do	Apr. 2	80	Target practice.
Do.....	Apr. 2	Apr. 3	30	Do.
Do.....	Apr. 3	Apr. 5	52	Do.
Do.....	Apr. 5	do	122	Do.
Do.....	Apr. 6	Apr. 7	52	Do.
Do.....	Apr. 7	Apr. 14	180	Returning to Guantanamo.
Guantanamo Bay.....	Apr. 15	Apr. 18	1,329	Returning to New York.
Tompkinsville, N. Y.....	Apr. 22	Apr. 26	10	In division, shifting anchorage.
Off Eighty-sixth street, New York	Apr. 26	May 24	403	To Annapolis for silver service.
Annapolis Roads, Md.....	May 25	June 2	412	To join division.
Off Eighty-first street, New York	June 3	June 16	8	To navy-yard.
Massasoit (tug).				Naval station, Key West, Fla.
Mayflower, Commander CAMERON McR. WINSLOW, U. S. Navy, commanding. Relieved by Lieut. Commander ANDREW T. LONG, U. S. Navy, Dec. 19, 1905. [Placed in commission July 25, 1905, at the navy-yard, New York.]				
Navy-yard, New York.....	1905.	1905.		
Sandy Hook Bay.....	July 31	Aug. 1	14	
Battery, New York Harbor.....	Aug. 1	Aug. 4	36	

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Mayflower—Continued.				
	1905.	1905.	<i>Knots.</i>	
Oyster Bay, Long Island, N. Y.	Aug. 4	Aug. 5		
Fisher's Island, N. Y.	Aug. 6	Aug. 7	40	
Newport, R. I.	do	do	269	
Kittery Point, Me.	Aug. 7	Aug. 12	2	
Navy-yard, Portsmouth, N. H.	Aug. 12	Aug. 20	20	Peace commission.
Kittery Point, Me.	Aug. 20	Aug. 21	2	
Navy-yard, Portsmouth, N. H.	Aug. 21	Sept. 10	117	
Nantucket, Mass.	Sept. 10	Sept. 11		
Newport, R. I.	Sept. 11			
Do.		Oct. 21	377	Special service.
Hampton Roads, Va.	Oct. 22	Oct. 23	14	Do.
Navy-yard, Norfolk, Va.	Oct. 23	Oct. 29	14	Do.
Hampton Roads, Va.	Oct. 29	Oct. 30	135	Do.
Annapolis, Md.	Oct. 30	Nov. 7	395	Do.
North River, N. Y.	Nov. 9	Nov. 17	14	Do.
Navy-yard, New York.	Nov. 17	Dec. 3	451	Do.
Alexandria, Va.	Dec. 6	Dec. 28	6	Do.
Washington, D. C.	Dec. 28			
Do.	1906.	1906.		
Fernandina, Fla.	Mar. 22	Mar. 19		Special service.
Habana, Cuba	Apr. 1	Apr. 4	605	Do.
Matanzas, Cuba	Apr. 4	do	48	Do.
Savannah, Ga.	Apr. 6	Apr. 6	568	Do.
Navy-yard, Washington, D. C.	Apr. 9	Apr. 16	638	Do.
Off Chesapeake Capes	Apr. 17	Apr. 17	109	Do.
Annapolis, Md.	do	Apr. 27	130	In company with Second Division Atlantic Fleet.
Navy-yard, Washington, D. C.	Apr. 28	May 29	160	Do.
Navy-yard, Norfolk, Va.	May 30	May 30	190	Special service.
Hampton Roads, Va.	do	do	18	Do.
Navy-yard, Washington, D. C.	May 31	May 31	172	Do.
Provincetown, Mass.	June 23	June 25	529	Do.
Cape Cod Bay, Mass. (target range.)	June 25	do	14	Do.
McKee				Great gun target practice in company with U. S. S. Dolphin.
Miantonomoh				Attached to the torpedo station, Newport, R. I.
Michigan				Loaned to the naval militia, Maryland.
Milwaukee				Contract not yet awarded.
Mindoro				Under construction at the Union Iron Works, San Francisco, Cal.
Minneapolis, Capt. JAMES M. MILLER, U. S. Navy, commanding. Relieved by Commander BRADLEY A. FISKE, U. S. Navy, Mar. 17, 1906.				At the naval station, Cavite, P. I., loaned to the Army Mar. 21, 1906.
	1905.	1905.		
New York, N. Y.		July 3	2,138	Duty on eclipse expedition.
Ponta Delgada, Azores	July 12	July 13	982	Do.
Gibraltar	July 17	July 18	400	Do.
Valencia, Spain	July 20	July 20	420	Do.
Bona, Algeria	July 30	Aug. 2	246	Do.
Algiers, Algeria	Aug. 3	Aug. 3	412	Do.
Gibraltar	Aug. 5	Aug. 8	300	Do.
Lisbon, Portugal	Aug. 9	Aug. 12	300	Do.
Gibraltar	Aug. 13	Aug. 16	400	Do.
Valencia, Spain	Aug. 18	Aug. 29	55	Do.
Capicorp, Spain	Aug. 29	Aug. 30	55	Do.
Valencia, Spain	Aug. 30	Sept. 1	543	Do.
Genoa, Italy	Sept. 3	Sept. 11	87	Do.
Villefranche, France	Sept. 11			
Do.		Oct. 16	87	Do.
Genoa	Oct. 16	Oct. 19	350	Do.
Naples	Oct. 20	Oct. 26	350	Do.
Genoa	Oct. 27	Oct. 30	350	Do.
Naples	Oct. 31	Nov. 1	982	Do.
Gibraltar	Nov. 5	Nov. 10	300	Special duty under orders from the Department.
Lisbon	Nov. 11	Nov. 13	817	Do.
Cherbourg	Nov. 16	Nov. 20	143	Do.
Dover	Nov. 21	Nov. 21	65	Do.
Gravesend	Nov. 22	Nov. 29	1,409	Do.
Ponta Delgada	Dec. 5	Dec. 14	2,426	Do.
Hampton Roads, Va.	Dec. 23	Dec. 23	9	Do.
Newport News, Va.	do	Dec. 30	95	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Minneapolis—Continued.				
	1906.	1906.	<i>Knots.</i>	
Winter Quarter Shoal.....		Jan. 1		Blowing up wreck.
Cape Henry.....	Jan. 2	Jan. 2	70	Special service.
Newport News, Va.....	do.	Jan. 4	25	Do.
New York, N. Y.....	Jan. 5	Mar. 6	275	Repairs.
Hampton Roads, Va.....	Mar. 7	Mar. 15	268	Special service.
Norfolk, Va.....	Mar. 15		10	Do.
Do.....		Apr. 16	13	For flag of Admiral Bradford.
Hampton Roads, Va.....	Apr. 16	Apr. 19	140	Squadron rendezvous.
Annapolis, Md.....	Apr. 20	May 5	106	John Paul Jones ceremonies.
York Spit, Va.....	May 5	May 7	34	Standing by Rhode Island.
Hampton Roads, Va.....	May 7	May 26	■	Awaiting orders.
Newport News, Va.....	May 26	June 10	149	Coal.
Annapolis, Md.....	June 11	June 18	30	Summer cruise of midshipmen.
Funchal, Madeira.....	July 1			
Minnesota.....				Under construction at the works of the Newport News Shipbuilding and Dry Dock Co., Newport News, Va.
Mississippi.....				Under construction at the works of William Cramp & Sons, Philadelphia, Pa.
Missouri, Capt. WILLIAM S. COWLES, U. S. Navy, commanding. Relieved by Capt. EDWIN C. PENDLETON, U. S. Navy, Nov 22, 1905.				
	1905.	1905.		
Provincetown, Mass.....		July 1	41	Maneuvering to standardize screws.
Off Provincetown and return.....	July 1	July 12	274	Speed trials with First and Second Divisions.
Newport, R. I.....	July 13	July 19	670	Scouting maneuvers and to test wireless telegraph in meeting Third Division en route from Europe.
Hampton Roads, Va.....	July 22	July 26	345	Maneuvering and to get ammunition; with First and Second Divisions.
North River, N. Y.....	July 27	Aug. 1	472	With First and Second Divisions; cruising and maneuvering.
Frenchmans Bay, Me.....	Aug. 3	Aug. 11	115	Cruising; with Maine, Kentucky, and Kearsarge.
Portland, Me.....	Aug. 11	Aug. 15	105	With Maine, Kentucky, and Kearsarge; to meet Second Division.
Provincetown, Mass.....	Aug. 15	Aug. 17	263	Cruising and maneuvering; with First and Second Divisions.
Narragansett Pier, R. I.....	Aug. 18	Aug. 19	7	Cruising.
Newport, R. I.....	Aug. 19	Aug. 25	29	Do.
Watch Hill, R. I.....	Aug. 25	Aug. 28	29	To land sick men.
Newport, R. I.....	Aug. 28	do.	265	To prepare for target practice.
Provincetown, Mass.....	Aug. 29	Sept. 11	15	To target grounds.
Off Barnstable, Mass.....	Sept. 11	Sept. 29	15	To await orders.
Provincetown, Mass.....	Sept. 29	do.		
North River, N. Y.....	Oct. 1	Oct. 12		
Hampton Roads, Va.....	Oct. 13	Oct. 30	136	Cruising and to meet British Second Squadron. In company First and Second Battleship Squadron.
Annapolis, Md.....	Oct. 31	Nov. 7	405	In company with above squadron at New York.
New York, N. Y.....	Nov. 8	Nov. 20	414	For repairs with Illinois.
Navy-yard, Boston, Mass.....	Nov. 21			
	1906.	1906.		
Boston, Mass.....		Jan. 2	550	To rendezvous with First Squadron and Fourth Division.
Hampton Roads, Va.....	Jan. 4	Jan. 17	1,280	En route to Culebra with First Squadron.
Culebra, United States West Indies.	Jan. 22	Jan. 29	72	Maneuvering in squadron.
Do.....	Jan. 29	Jan. 30	65	Do.
Do.....	Jan. 30	Jan. 31	60	Do.
Do.....	Jan. 31	Feb. 6	557	Making passage to Port of Spain in company with First Division.
Port of Spain.....	Feb. 8	Feb. 14	1,128	Liberty at Port of Spain; scouting problem.
Guantanamo Bay, Cuba.....	Feb. 19	Feb. 20	49	Standardizing propellers in company with First Division.
Do.....	Feb. 20	Mar. 15	45	Maneuvering in squadron.
Do.....	Mar. 15	Mar. 16	42	Do.
Do.....	Mar. 16	Mar. 31	156	In company with First Squadron and Fourth Division en route for target range off Cape Cruz, Cuba, to hold annual record target practice.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Missouri—Continued.	1906.	1906.	<i>Knots.</i>	
En route to Cape Cruz.....		Apr. 1	6	In company with First Squadron and Fourth Division for target practice.
Off Cape Cruz.....	Apr. 1	Apr. 24	249	Target and torpedo practice and passage to Guantanamo Bay.
Guantanamo Bay.....	Apr. 25	Apr. 28	1,590	En route to New York in company with First Division; speed trials.
Tompkinsville, N. Y.....	May 3	May 4	15	Leave, liberty, and coal ship.
New York, N. Y.....	May 4	June 4	411	To standardize propellers in company with flagship.
Provincetown, Mass.....	June 5	June 6	55	Cruising on station.
Rockport, Mass.....	June 6	June 9	43	For docking and repairs.
Boston, Mass.....	June 9			
Moccasin				Attached to the Reserve Torpedo Flotilla.
Modoc (tug)				Attached to the navy-yard, League Island, Pa.
Mohawk (tug)				Attached to the navy-yard, Norfolk, Va.
Mohican , Capt. SETH M. ACKLEY, U. S. Navy, commanding. Relieved by Lieut. Commander JOHN L. PURCELL, U. S. Navy, Jan. 29, 1906. Relieved by Commander GEORGE H. PETERS, U. S. Navy, Mar. 12, 1906.				Station ship, naval station, Olongapo, P. I.
Monadnock , Commander EDWIN H. TILLMAN, U. S. Navy, retired, commanding. Relieved by Commander FREDERICK W. COFFIN, U. S. Navy, Dec. 28, 1905.				
Manila P. I.	1905.	1905. Sept. 25	8	In Manila Harbor during quarter in connection with interned Russian vessels.
Cavite, P. I.....	Sept. 25			
Do.....		Oct. 7		
Hongkong, China.....	Oct. 11	Oct. 12	696	
Canton, China.....	Oct. 13			
Do.....	1906.	1906.		Protecting American interests.
Hongkong, China.....	Jan. 3	Jan. 5	92	
Canton, China.....	Jan. 5			Senior officer present; in company with Bainbridge, Barry, and Callao.
Do.....		Apr. 25	92	
Hongkong, China.....	Apr. 26	May 6	635	Docking.
Cavite, P. I.....	May 8			Repairing.
Monongahela , Commander CHARLES C. ROGERS, U. S. Navy, commanding.				Storeship, naval station, Guantanamo, Cuba.
Montana				Under construction at the works of the Newport News Shipbuilding and Drydock Co., Newport News, Va.
Monterey				At the naval station, Cavite, P. I.
Montgomery				At the navy-yard, League Island, Pa.
Morris				At the torpedo station, Newport, R. I.
Nanshan (collier)				Collier service on the Asiatic Station.
[Placed out of service Mar. 29, 1906, at Cavite.]				
Narkeeta (tug)				Attached to the navy-yard, New York.
Nashville , Commander WASHINGTON I. CHAMBERS, U. S. Navy, commanding.				
[Commissioned Aug. 8, 1905, at the navy-yard, Boston.]				
Boston, Mass.....	1905.	1905. Aug. 30	357	
Tompkinsville, N. Y.....	Aug. 31	Sept. 6	10	

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Nashville—Continued.				
New York, N. Y.....	1905. Sept. 6	1905. Sept. 8	Knots. 1,366	Moored to dock; packing on rudder stuffing box renewed; coaled ship.
Monte Cristi, Santo Domingo....	Sept. 14	Sept. 16	21	Coaled ship.
Port Liberte, Haiti.....	Sept. 16	Sept. 18	21	
Monte Cristi, Santo Domingo....	Sept. 18	Sept. 21	18	
Manzanillo Bay, Santo Domingo....	Sept. 21			
Do.....		Oct. 3	18	Guard ship.
Monte Cristi, Santo Domingo....	Oct. 3	Oct. 4	18	For mail and stores.
Manzanillo Bay, Santo Domingo....	Oct. 4	Oct. 11	8	Guard ship.
Port Liberte, Haiti.....	Oct. 11	do.	8	Coaled ship.
Manzanillo Bay, Santo Domingo....	do.	Oct. 18	18	Guard ship.
Monte Cristi, Santo Domingo....	Oct. 18	do.	18	For mail and stores.
Manzanillo Bay, Santo Domingo....	do.	Oct. 27	18	Guard ship.
Monte Cristi, Santo Domingo....	Oct. 27	Oct. 28	18	For mail and stores.
Manzanillo Bay, Santo Domingo....	Oct. 28	Oct. 31	18	Guard ship.
Monte Cristi, Santo Domingo....	Oct. 31	do.	18	For mail and stores.
Manzanillo Bay, Santo Domingo....	do.	Nov. 7	18	Guard ship.
Monte Cristi, Santo Domingo....	Nov. 7	do.	18	For mail and stores.
Manzanillo Bay, Santo Domingo....	do.	Nov. 8	8	Guard ship.
Port Liberte, Haiti.....	Nov. 8	do.	8	Coaled ship.
Manzanillo Bay, Santo Domingo....	do.	Nov. 14	18	Swung ship; four hours.
Monte Cristi, Santo Domingo....	Nov. 14	do.	18	For mail and stores.
Manzanillo Bay, Santo Domingo....	do.	Nov. 21	8	Guard ship.
Port Liberte, Haiti.....	Nov. 21	do.	11	Coaled ship.
Monte Cristi, Santo Domingo....	do.	do.	57	En route to Puerto Plata.
Puerto Plata, Santo Domingo....	do.			Guard ship.
Do.....	do.	1906. Jan. 5	57	Station ship; with Yankee and Scorpion.
Monte Cristi, Santo Domingo....	1906. Jan. 5	Jan. 7	57	Coaled ship.
Puerto Plata, Santo Domingo....	Jan. 7	Jan. 8	57	
Monte Cristi, Santo Domingo....	Jan. 8	Jan. 16	204	Station ship.
Sanchez, Santo Domingo....	Jan. 17	Jan. 19	181	
San Juan, P. R.....	Jan. 20	Jan. 24	277	With revolutionary refugees; coaled ship.
Puerto Plata, Santo Domingo....	Jan. 25	Feb. 17	57	Station ship.
Monte Cristi, Santo Domingo....	Feb. 17	Feb. 19		
Turks Island, W. I.....	Feb. 19	Feb. 20		To make secret investigation.
Monte Cristi, Santo Domingo....	Feb. 20	Feb. 27	185	With Yankee and Scorpion.
Guantanamo Bay, Cuba.....	Feb. 28	Mar. 19	383	For survey on boilers; coaled ship; held small-arm target practice.
Santo Domingo City, Santo Domingo....	Mar. 22	Mar. 26	33	
San Pedro de Macoris, Santo Domingo....	Mar. 26			Station ship.
Do.....		May 12	209	Do.
San Juan, P. R.....	May 13	May 20	228	Coal and liberty.
Santo Domingo City, Santo Domingo....	May 22	June 20	228	Station ship; moored in Ozama River
San Juan, P. R.....	June 23	June 26	813	Coaled from Abarenda.
Latitude 31° 57' N., longitude 69° 12' W.	June 30			
Nebraska				
Under construction at the works of the Moran Bros. Co., Seattle, Wash.				
Nero (collier)				
Collier service on the Atlantic coast.				
Nevada, Commander ALFRED REYNOLDS, U. S. Navy, commanding.				
Rockland, Me.....	1905. July	1905. July 5		
Lamoine Beach, Me.....	July 5	July 6	70	For coal.
Rockland, Me.....	July 6	July 13	70	Transfer midshipmen.
Gardiners Bay, N. Y.....	July 14	July 15	370	Coal; with Florida and Arkansas.
New London, Conn.....	July 15	July 18	15	Rejoin flag; with Florida and Arkansas.
Rockland, Me.....	July 19	Aug. 1	270	Transfer midshipmen; with Florida and Arkansas.
Gardiners Bay, N. Y.....	Aug. 2	Aug. 3	283	Coal.
New London, Conn.....	Aug. 3	Aug. 5	15	Transfer sick.
Newport, R. I.....	Aug. 5	do.	55	Rejoin flag.
Rockland, Me.....	Aug. 6	Aug. 7	230	In company with Lawrence.
Banger, Me.....	Aug. 7	Aug. 9	90	Do.
Rockland, Me.....	Aug. 9	Aug. 14	90	Instruction of midshipmen.
Newport, R. I.....	Aug. 15	Aug. 16	230	In company with Florida and Arkansas.
New London, Conn.....	Aug. 16	Aug. 23	55	Rejoin flag; coal ship.
Washington, D. C.....	Aug. 26	Aug. 29	448	Instruction of midshipmen.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Nevada—Continued.				
	1905.	1905.	<i>Knots.</i>	
Solomons, Md.....	Aug. 29	Aug. 30	160	
Annapolis, Md.....	Aug. 31	Aug. 31	20	Disembark midshipmen.
Newport News, Va.....	Sept. 1	Sept. 2	150	Coal.
Provincetown, Mass.....	Sept. 5	Sept. 9	499	In squadron.
Newport, R. I.....	Sept. 9	Sept. 11	112	Perry Day exercises.
Bradford, R. I.....	Sept. 11	Sept. 13	5	For coal.
Newport, R. I.....	Sept. 13	do.	5	In squadron.
Provincetown, Mass.....	Sept. 14	Sept. 14	112	Preliminary practice.
Do.....	Sept. 19	Sept. 22	40	
Navy-yard, League Island, Pa.....	Sept. 24			For repairs.
League Island, Pa.....		Nov. 12		Docking and repairs.
Newport News, Va.....	Nov. 13	Nov. 26	240	Awaiting orders.
Hatteras Cove, N. C.....	Nov. 27	Nov. 27	171	In squadron; gathering naval intelligence information.
Lookout Bight.....	Nov. 28	Nov. 28	97	Do.
Charleston, S. C.....	Nov. 29	Dec. 4	115	In squadron; full power trial.
Port Royal, S. C.....	Dec. 4	Dec. 5	86	For coal.
Brunswick, Ga.....	Dec. 6	Dec. 9	107	Naval intelligence information, re Brunswick district.
Sapelo Sound.....	Dec. 9	Dec. 11	42	Do.
Charleston, S. C.....	Dec. 12	Dec. 18	65	With squadron.
Georgetown, S. C.....	Dec. 18	Dec. 21	80	With Arkansas; centennial celebration and information re Winyah Bay.
Charleston, S. C.....	Dec. 21		80	With squadron.
Do.....	1906.	1906.		
Port Royal, S. C.....	Jan. 3	Jan. 5		Coal.
Savannah, Ga.....	Jan. 5	Jan. 8	50	Naval intelligence information.
Charleston, S. C.....	Jan. 8	Jan. 15	97	In squadron.
St. Andrews Bay, Ga.....	Jan. 16	Jan. 19	150	Naval intelligence information.
Fernandina, Fla.....	Jan. 19	Jan. 22	40	Do.
Charleston, S. C.....	Jan. 23	Feb. 13	162	Rejoin flag.
Key West, Fla.....	Feb. 16	Feb. 19	625	Coal; in squadron.
Mobile, Ala.....	Feb. 22	Mar. 1	532	Mardi Gras festivities.
Pensacola, Fla.....	Mar. 1	Mar. 28	75	Rejoin flag.
Target range, St. Josephs Bay, Fla.....	Mar. 29		115	Record target practice.
St. Josephs Bay, Fla.....		Apr. 1		
Pensacola, Fla.....	Apr. 2	Apr. 4	97	Join flag.
Dry Tortugas, Fla.....	Apr. 6	Apr. 7	327	Coal.
Key West, Fla.....	Apr. 7	Apr. 8	56	Join flag.
Jacksonville, Fla.....	Apr. 10	Apr. 12	417	Naval intelligence information.
Port Royal, S. C.....	Apr. 13	Apr. 14	112	Coal.
Charleston, S. C.....	Apr. 14	Apr. 21	49	Join flag; squadron disbanded.
Navy-yard, League Island, Pa.....	Apr. 24	May 23	511	Repairs.
Annapolis, Md.....	May 25	June 30	216	Weekly trips from Annapolis after June 25; steaming in Chesapeake Bay with midshipmen for their training.
Newark, Commander CHARLES J. BADGER, U. S. Navy, commanding.				
[Placed in reserve Sept. 14, 1905, at the Naval Academy. Re-commissioned May 3, 1906, at the Naval Academy, with Capt. George P. Colvocoresses, U. S. Navy, commanding.]				
	1905.	1905.		
New London, Conn.....	July 8	July 5		
Rockland, Me.....	July 8	July 12		
Gardiners Bay.....	July 14	July 15		
Newport, R. I.....	July 15	July 21		
Rockland, Me.....	July 22	Aug. 14		
New London, Conn.....	Aug. 16	Aug. 17		With midshipmen from the Naval Academy.
Newport, R. I.....	Aug. 17	Aug. 21		
New London, Conn.....	Aug. 21	Aug. 24		
Solomons Md.....	Aug. 26	Aug. 30		
Annapolis, Md.....	Aug. 30	Sept. 4		
Norfolk, Va.....	Sept. 4	Sept. 8		
Annapolis, Md.....	Sept. 9			
	1906.	1906.		
Norfolk, Va.....		May 21	147	Alone.
Annapolis, Md.....	May 22	June 18	41	In company with Arkansas and Florida.
Patuxent River, Md.....	June 18	June 22	109	Do.
Newport News, Va.....	June 22			

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
New Hampshire				Under construction at the works of the New York Shipbuilding Co. Camden, N. J.
New Jersey , Capt. WILLIAM W. KIMBALL, U. S. Navy, commanding. [Placed in commission May 12, 1906, at the navy-yard, Boston.]				
	1906.	1906.	<i>Knots.</i>	
Boston, Mass.....	May 12	June 23	50	Independent service.
Off Provincetown, Mass.....	June 23	June 26	70	Do.
Portsmouth Roads, N. H.....	June 26	June 27	53	Do.
Husseys Sound, Casco Bay, Me.....	June 27	June 29	154	Do.
Machias Bay, Me.....	June 30			Do.
New Orleans				At the navy-yard, Mare Island, Cal.
Newport , Commander JAMES T. SMITH, U. S. Navy, commanding. Relieved by Lieut. ALFRED A. PRATT, U. S. Navy, Dec. 25, 1905. Relieved by Commander BENJAMIN TAPPAN, U. S. Navy, Jan. 13, 1906.	1905.	1905.		
Sanchez, Santo Domingo.....	July 7	July 6	194	Protecting American interests.
Monte Cristi, Santo Domingo.....	July 19	July 19	18	Join squadron.
Fort Liberte, Haiti.....	July 19	do	18	Coal from Nero.
Monte Cristi, Santo Domingo.....	do	July 20	371	Join squadron.
Santo Domingo City.....	July 22	Aug. 30	305	Protecting American interests.
Charlotte Amalie.....				
St. Thomas, Danish West Indies..	Aug. 31	Sept. 4	62	General liberty to crew.
San Juan, P. R.....	Sept. 4	Sept. 9	257	Coal and provisions.
Santo Domingo City.....	Sept. 10			Protecting American interests.
Do.....		Oct. 23	408	Protect American interests.
Guantanamo Bay.....	Oct. 24	Oct. 27	226	Coal and stores.
Monte Cristi, Santo Domingo.....	Oct. 29	Nov. 3	17	Join squadron commander.
Buen Nombre, Santo Domingo.....	Nov. 3	Nov. 4	19	Reconnoissance along coast for indications of smuggling.
Isabella Bay, Santo Domingo....	Nov. 4	Nov. 5	25	
Puerto Plata, Santo Domingo....	Nov. 5	Nov. 9	110	Protect American interests.
Santa Barbara de Samana, Santo Domingo.	Nov. 10	Dec. 13	21	Coal from Marcellus.
Sanchez, Santo Domingo.....	Dec. 20	Dec. 22	21	Join squadron commander.
San Juan, P. R.....	Dec. 24	Dec. 29	21	Protect American interests.
Sanchez, Santo Domingo.....	Dec. 30			Coal and stores; protecting American interests.
	1906.	1906.		
Do.....	Jan. 5	Jan. 5	11	Protecting American interests.
Santa Barbara, Santo Domingo..	do	do	11	Convoying Clyde Line steamer.
Sanchez, Santo Domingo.....	do	do	11	Do.
Santa Barbara, Santo Domingo..	do	do	200	Protecting American interests.
San Pedro de Macoris, Santo Domingo.	Jan. 7	Jan. 21	32	Commander Benjamin Tappan, U. S. Navy, joined and took command on the 13th.
Santo Domingo City.....	Jan. 21	Jan. 25	227	Protecting American interests.
San Juan, P. R.....	Jan. 26	Jan. 28	190	Coal and provisions.
San Pedro de Macoris, Santo Domingo.	Jan. 29	Feb. 6	190	Protecting American interests.
Sanchez, Santo Domingo.....	Feb. 7	Feb. 28	244	Provisions and stores from the Celtic and Arethusa.
Santo Domingo City.....	Mar. 1	Mar. 13	221	Protecting American interests.
San Juan, P. R.....	Mar. 14	Mar. 15	72	Coal.
St. Thomas, Danish West Indies..	Mar. 16	Mar. 18	59	Granting liberty to crew.
San Juan, P. R.....	Mar. 19	Mar. 20	322	Coal and provisions.
Monte Cristi, Santo Domingo....	Mar. 22	Mar. 22	34	Protecting American interests.
Cape Isabelle, Santo Domingo....	do	Mar. 23	24	On reconnoissance for smugglers of arms and ammunition.
Puerto Plata, Santo Domingo....	Mar. 23	do	54	Do.
Monte Cristi, Santo Domingo....	Mar. 24	Mar. 24	12	Protecting American interests.
Manzanillo Bay, Santo Domingo..	do	Mar. 29	12	Stores from Don Juan de Austria.
Monte Cristi, Santo Domingo....	Mar. 29			In presence of the senior officer present, commanding naval force in Santo Domingan waters.
Do.....		Apr. 10	336	Protecting American interests.
San Juan, P. R.....	Apr. 12	Apr. 14	51	For coal and provisions.
Culebra, United States West Indies.	Apr. 14	Apr. 16	16	Left with target material on board and targets in tow.
Fajardo, P. R.....	Apr. 16	May 15	25	Set up target range, had preliminary target practice, and furnished umpires for practice of U. S. S. DuBuque, Don Juan de Austria, and Scorpion.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Newport—Continued.				
San Juan, P. R.	1906. May 15	1906. May 20	Knots. 205	For coal and provisions.
Sanchez, Santo Domingo.	May 21			Protecting American interests.
New York.				At the navy-yard, Boston, Mass.
Nezinscot (tug).				Attached to the navy-yard, Portsmouth, N. H.
Nicholson, Lieut. WILLIAM S. MILLER, U. S. Navy, commanding.				Attached to the Third Torpedo Flotilla, U. S. Atlantic Fleet.
Nina (tug).				Newport, R. I.
Nipsic.				At the navy-yard, Puget Sound Wash.
North Carolina.				Under construction at the works of the Newport News Ship Building and Dry Dock Co., Newport News, Va.
O'Brien.				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Octopus.				Under construction at the works of the Fore River Ship and Engine Co., Quincy, Mass.
Ohio, Capt. LEAVITT C. LOGAN, U. S. Navy, commanding.	1905.	1905.		
Cavite, P. I.		July 1		In company with Wisconsin, Oregon, Baltimore, Raleigh, Cincinnati, and 5 torpedo-boat destroyers.
Woosung, China.	July 6	July 10	1,133	
Chefoo, China.	July 13	July 30	487	
Cavite, P. I.	Aug. 4	Aug. 5	1,561	
Manila, P. I.	Aug. 5	Aug. 27	7	To receive "Taft party."
Olongapo, P. I.	Aug. 27	Aug. 28	65	
Chefoo, China.	Sept. 6	Sept. 9	1,561	
Taku, China.	Sept. 10	Sept. 18	187	
Chemulpo, Korea.	Sept. 19	Sept. 22	446	
Chefoo, China.	Sept. 23	Sept. 28	259	
Woosung, China.	Sept. 30		487	
Do.		Oct. 4		
Nankin, China.	Oct. 6	Oct. 8	200	Coaling ship.
Woosung, China.	Oct. 9	Nov. 11	200	
Hongkong, China.	Nov. 14	Nov. 18	836	In company with U. S. S. Oregon; coaling ship.
Cavite, P. I.	Nov. 21		650	
Do.	1906.	1906.		
Target range.	Jan. 3	Jan. 9	9	Primary target practice.
Manila, P. I.	Jan. 9	Jan. 15	9	To receive British fleet.
Target range.	Jan. 15	Jan. 16	9	To finish target practice.
Cavite, P. I.	Jan. 16	Jan. 25	7	Coaling ship.
Manila, P. I.	Jan. 25	Jan. 26	8	
Target range.	Jan. 26	Feb. 2	9	Preliminary target practice.
Cavite, P. I.	Feb. 2	Feb. 11	7	
Manila, P. I.	Feb. 11	Feb. 15		
Target range.	Feb. 15	Feb. 24	9	Record target practice.
Cavite, P. I.	Feb. 24	Feb. 27	7	
Mariveles, P. I.	Feb. 27	do	35	Case of varioloid transferred to Canacao Hospital; engineer's force fumigated.
Hongkong, China.	Mar. 2	Mar. 11	615	Docking ship.
Cavite, P. I.	Mar. 13	Mar. 17	650	Coaling ship.
Manila, P. I.	Mar. 17	Mar. 18	8	
Olongapo, P. I.	Mar. 18	Mar. 25	65	Small-arms target practice.
Woosung, China.	Mar. 20		1,065	In company with Wisconsin and Concord.
Do.		Apr. 9		
Kobe, Japan.	Apr. 12	Apr. 16	670	Do.
Yokohama, Japan.	Apr. 17	June 2	340	Do.
Kobe, Japan.	June 4	June 11	340	In company with Wisconsin, Galveston, Chattanooga, and Raleigh.
Nagasaki, Japan.	June 13	June 22	395	In company with Galveston and Chattanooga.
Chefoo, China.	June 24	June 26	555	Do.
Target range.	June 26	June 29	5	For the purpose of finishing record target practice with turret guns.
Chefoo, China.	June 29			

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Olympia, Capt. JAMES D. ADAMS, U. S. Navy, commanding. [Placed out of commission Apr. 2, 1906, at the navy-yard, Norfolk, Va.]				
	1905.	1905.	<i>Knots.</i>	
Monte Cristi, Santo Domingo.....		July 21	10	Protecting American interests.
Guantanamo Bay, Cuba.....	July 22	July 25	180	Coaling.
Kingston, Jamaica.....	July 26	Aug. 2	180	Liberty.
Guantanamo Bay, Cuba.....	Aug. 3	Aug. 30	220	Coaling; small-arm target practice.
Monte Cristi, Santo Domingo.....	Aug. 31	Sept. 7	220	Protecting American interests.
Guantanamo Bay, Cuba.....	Sept. 8	Sept. 16	220	Coaling.
Monte Cristi, Santo Domingo.....	Sept. 17	Sept. 21	210	Protecting American interests.
Sanchez, Santo Domingo.....	Sept. 22	Sept. 28	20	Do.
Santa Barbara, Santo Domingo.....	Sept. 28	Sept. 30		Do.
Monte Cristi, Santo Domingo.....	Oct. 1	Oct. 5	228	Do.
Guantanamo Bay, Cuba.....	Oct. 6	Oct. 19	216	Coaling.
Monte Cristi, Santo Domingo.....	Oct. 15	Nov. 2	208	Protecting American interests.
Guantanamo Bay, Cuba.....	Nov. 3	Nov. 8	421	Coaling.
Santo Domingo City, Santo Domingo.....	Nov. 10	Dec. 9	218	Protecting American interests.
Sanchez, Santo Domingo.....	Dec. 10	Dec. 13	265	Coaling.
Culebra, W. I.....	Dec. 14	Dec. 18	25	Preparing for preliminary target practice.
St. Thomas, W. I.....	Dec. 18	Dec. 22	25	Liberty.
Culebra, W. I.....	Dec. 22			Preliminary target practice.
	1906.	1906.		
Culebra, W. I.....		Jan. 19	1,281	Do.
Hampton Road, Va.....	Jan. 25	Feb. 1	15	Leave for officers and men; placing vessel out of commission.
Norfolk, Va.....	Feb. 1			
Omaha.....				
				Marine-Hospital Service.
Onelda.....				
				Loaned to the naval militia, District of Columbia.
Oregon, Capt. JOHN P. MERRELL, U. S. Navy, commanding. [Placed out of commission Apr. 27, 1906, at the navy-yard, Puget Sound, Wash.]				
	1905.	1905.		
Cavite, P. I.....		July 1	1,531	Cruising with fleet first two days and then alone.
Chefoo, China.....	July 7	July 30	162	With fleet making full-speed trial.
Do.....	July 31	Sept. 9	204	Cruising with fleet.
Taku, China.....	Sept. 10	Sept. 13	190	Cruising alone.
Chefoo, China.....	Sept. 14	Sept. 28	520	Cruising with fleet.
Woosung, China.....	Sept. 30			
Do.....		Oct. 28	528	Cruising alone.
Amoy, China.....	Oct. 31	Nov. 3	277	Do.
Hongkong, China.....	Nov. 4	Nov. 18	580	Cruising in company with flagship.
Cavite, P. I.....	Nov. 21			
	1906.	1906.		
Do.....		Jan. 10		
Manila, P. I.....	Jan. 10	Jan. 14	6	To receive British fleet.
Cavite, P. I.....	Jan. 14	Feb. 6	6	Returning to anchorage.
Manila, P. I.....	Feb. 6	Feb. 7	15	Testing compasses.
Cavite, P. I.....	Feb. 7	Feb. 10	6	Returning to anchorage.
Hongkong, China.....	Feb. 13	Feb. 22	650	Making passage to United States.
Yokohama, Japan.....	Mar. 2	Mar. 8	1,453	Do.
Honolulu, Hawaii.....	Mar. 20	Mar. 25	3,361	Do.
San Francisco, Cal.....	Apr. 1	Apr. 8		To go out of commission.
Bremerton, Wash.....	Apr. 11			
Osceola, Chief Boatswain FREDERICK MULLER, U. S. Navy, commanding.				
				Attached to the naval station, Key West, Fla.
Paducah, Commander ALBERT G. WINTERHALTER, U. S. Navy, commanding. [Placed in commission Sept. 2, 1905, at the navy-yard, New York.]				
	1905.	1905.		
New York, N. Y.....		Oct. 7	128	Breaking in and shaking down cruise.
Gardiners Bay, N. Y.....	Oct. 8	Oct. 15	20	Do.
New London, Conn.....	Oct. 15	Oct. 29	524	Do.
Yorktown, Va.....	Nov. 1	Nov. 4	45	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Paducah—Continued.				
Norfolk, Va.	1905. Nov. 4	1905. Nov. 6	<i>Knots.</i> 256	Breaking in and shaking down cruise.
Philadelphia, Pa.	Nov. 7	Nov. 13	258	Do.
New York, N. Y.	Nov. 14	Dec. 11	550	Final acceptance trial.
Hampton Roads, Va.	Dec. 13	Dec. 17	11	To Norfolk yard for docking.
Norfolk, Va.	Dec. 17	Dec. 27	954	En route to join squadron in Santo Domingo waters.
1906.				
Monte Cristi, Santo Domingo	Jan. 2	Jan. 3	65	Reporting for duty in Santo Domingo waters.
Puerto Plata, Santo Domingo	Jan. 3	do	132	Protecting American interests.
Sanchez, Santo Domingo	Jan. 4	Jan. 5	17	Do.
Samana, Santo Domingo	Jan. 5	Jan. 8	17	Do.
Sanchez, Santo Domingo	Jan. 8	Jan. 12	17	Do.
Samana, Santo Domingo	Jan. 12	do	17	Do.
Sanchez, Santo Domingo	do	Feb. 12	724	Do.
Nassau, New Providence	Feb. 16	Feb. 26	532	Social visit.
Monte Cristi, Santo Domingo	Feb. 28	Mar. 12	224	Protecting American interests.
Guantanamo Bay, Cuba	Mar. 13	Mar. 19	224	Coaling.
Monte Cristi, Santo Domingo	Mar. 20	Mar. 20	180	En route to Samana Bay.
Samana, Santo Domingo	Mar. 21	Mar. 30	17	Protecting American interests.
Sanchez, Santo Domingo	Mar. 30			Do.
Do.		Apr. 2	17	On station to prevent smuggling of arms and ammunition, contrary to President's proclamation.
Samana, Santo Domingo	Apr. 2	Apr. 7	176	Do.
Monte Cristi, Santo Domingo	Apr. 8	Apr. 10	195	Reporting to senior officer present, U. S. S. Yankee.
Guantanamo Bay, Cuba	Apr. 11	Apr. 12	209	Coaling and provisioning; transporting target ammunition.
Monte Cristi, Santo Domingo	Apr. 13	May 10	398	Repairing dynamos, Yankee.
Fajardo, P. R.	May 12	May 13	24	Reporting for target practice; bore-sighting; target practice abandoned.
Culebra, W. I.	May 13	do	24	Do.
Fajardo, P. R.	do	May 14	36	Do.
San Juan, P. R.	May 14	May 18	221	Coaling and provisioning.
Sanchez, Santo Domingo	May 19	May 22	242	On station, Austria.
Macoris, Santo Domingo	May 23	June 18	216	On station, observation of revolutionary movements.
Sanchez, Santo Domingo	June 19	June 20	208	Coaling and provisioning.
Macoris, Santo Domingo	June 21			On station, as before.
Pampanga, Ensign OSCAR F. COOPER, U. S. Navy, commanding. Relieved by Ensign HENRY D. COOKE, U. S. Navy, Jan. 28, 1906. Relieved by Midshipman WILLIAM O. SPEARS, U. S. Navy, Mar. 16, 1906.				At the naval station, Cavite, P. I.
Panay				Do.
Panther, Commander HORACE M. WITZEL, U. S. Navy, retired, commanding.				At the navy-yard, League Island, Pa.
[Placed out of commission Mar. 15, 1906, at the navy-yard, League Island.]				
Paragua, Ensign CHARLES S. KERRICK, U. S. Navy, commanding. Relieved Feb. 3, 1906, by Ensign ALLEN B. REED, U. S. Navy.				At the naval station, Cavite, P. I.
Patapsco (tug)				Under construction at the navy-yard, Portsmouth, N. H.
Patuxent (tug)				Under construction at the navy-yard, Norfolk, Va.
Paul Jones, Lieut. JOHN F. MARSHALL, U. S. Navy, commanding.				Attached to the Pacific Squadron.
Pawnee (tug)				Attached to the navy-yard, New York.
Pawtucket (tug)				Attached to the navy-yard, Puget Sound, Wash.
Penacook (tug)				Attached to the naval station, Guantanamo, Cuba.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Pensacola , Capt. CHARLES P. PERKINS, U. S. Navy, commanding				Receiving ship at the naval training station, San Francisco, Cal.
Pennsylvania , Capt. THOMAS C. MCLEAN, U. S. Navy, commanding.				
	1905.	1905.	<i>Knots.</i>	
Newport, R. I.	July 1	July 4	246	Coaled ship.
Lat. 41° 37' north, long. 68° 23' west.	July 4	July 10	184	Searching for derelict <i>Acacia</i> .
Newport, R. I.	July 11	July 13	50	Returned from search.
Gardiners Bay, N. Y.	July 14	July 19	46	Exercises and drills.
Newport, R. I.	July 19	July 25	649	Coaled ship and completed final acceptance trial.
Tompkinsville, N. Y.	July 27	Aug. 2	6	In dry dock for repairs.
Navy-yard, New York	Aug. 2	Sept. 22	6	Coaled ship and awaiting orders.
Tompkinsville, N. Y.	Sept. 22	Sept. 29	169	Awaiting orders and assignment to Fourth Division, North Atlantic Fleet.
Newport, R. I.	Sept. 30			
Do.		Oct. 16	1,205	Awaiting arrival of <i>West Virginia</i> ; assigned to Fourth Division.
Key West, Fla.	Oct. 20	Oct. 28	1,068	In company with <i>West Virginia</i> and <i>Colorado</i> .
Wolf Trap, Va.	Oct. 30	Nov. 1	100	Do.
Annapolis, Md.	Nov. 1	Nov. 7	494	In company with <i>Colorado</i> , <i>West Virginia</i> , and <i>Maryland</i> .
New York, N. Y.	Nov. 7	Nov. 20	283	With U. S. Atlantic Fleet. Tactical maneuvers part of time.
Hampton Roads, Va.	Nov. 21	Nov. 23	229	In company with flagship <i>West Virginia</i> , <i>Maryland</i> , and <i>Colorado</i> .
League Island, Pa.	Nov. 24	Dec. 3	229	Receiving silver service.
Hampton Roads, Va.	Dec. 6	Dec. 29	9	Rejoined Fourth Division off Cape Henry Dec. 5 and exercised at maneuvers.
Newport News, Va.	Dec. 29			Coaling ship.
Do.	1906.	1906.		
Hampton Roads, Va.	Jan. 3	Jan. 17	9	Do.
Culebra, Virgin Islands	Jan. 24	Feb. 6	386	On station of scout problem; with U. S. Atlantic Fleet.
Kingstown, St. Vincent	Feb. 7	Feb. 14	1,184	With U. S. Atlantic Fleet.
Guantanamo Bay, Cuba	Feb. 19	Mar. 31		On station of scouting problem; with U. S. Atlantic Fleet.
Cape Cruz, Cuba	Apr. 1	Apr. 7	166	Target practice.
Guantanamo, Cuba	Apr. 8	Apr. 9	1,318	Coaling ship.
Tompkinsville, N. Y.	Apr. 13	Apr. 14	6	Awaiting to discharge typhoid fever patients.
Navy-yard, New York	Apr. 14	do.	242	Sent typhoid fever patients to hospital.
League Island, Pa.	Apr. 15	Apr. 19	6	Participating in two hundredth anniversary of Benjamin Franklin.
Philadelphia, Pa.	Apr. 19	Apr. 20	6	Do.
League Island, Pa.	Apr. 20	Apr. 21	236	Coaling ship.
Tompkinsville, N. Y.	Apr. 22	Apr. 26	10	Rejoined Fourth Division.
North River, N. Y.	Apr. 26	May 5	9	With U. S. Atlantic Fleet.
Navy-yard, New York	May 5	June 30		Undergoing repairs.
Pentucket (tug)				Attached to the navy-yard, New York.
Peoria , Chief Boatswain PATRICK DEERY, U. S. Navy, commanding.				At the naval station, San Juan, P. R.
Perry , Lieut. Commander FRANK H. SCHOFIELD, U. S. Navy, commanding. Relieved by Lieut. FRANK N. FREEMAN, U. S. Navy, Nov. 9, 1906.				At the navy-yard, Mare Island, Cal.
Petrel				Do.
Philadelphia , Commander ROBERT M. DOYLE, U. S. Navy, commanding.				Receiving ship at the navy-yard, Puget Sound, Wash.
Pike , Lieut. STANLEY WOODS, U. S. Navy, commanding. Relieved Nov. 3, 1905, by Ensign JOSEPH F. DANIELS, U. S. Navy.				At the navy-yard, Mare Island, Cal.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Pinta				Loaned to the naval militia California.
Piscataqua (tug), Boatswain EDWARD ALLEN, U. S. Navy, commanding.				At the naval station, Cavite, P. I.
Plunger				At the navy-yard, New York.
Pompey (collier).....				Collier service on the Asiatic Station.
[Placed out of service Feb. 26, 1906, at the naval station, Cavite, P. I.]				
Pontiac (tug).....				Attached to the navy-yard, New York.
Porpoise				At the torpedo station, Newport, R. I.
Porter , Lieut. WILLIS McDOWELL, U. S. Navy, commanding.				Attached to the Third Torpedo Flotilla, Atlantic Fleet.
Portsmouth				Loaned to the naval militia, New Jersey.
Potomac (tug), Lieut. AUSTIN KAUTZ, U. S. Navy, commanding. Relieved by Lieut. ANDRE M. PROCTER, U. S. Navy, Dec. 12, 1905.				At the navy-yard, League Island, Pa.
Powhatan (tug).....				Attached to the navy-yard, New York, N. Y.
Prairie				At the navy-yard, Boston, Mass.
Preble , Lieut. FRANK N. FREEMAN, U. S. Navy, commanding.				Attached to the Pacific Squadron.
Princeton , Commander FRANK H. SHERMAN, U. S. Navy, commanding.				
	1905.	1905.	<i>Knots.</i>	
Panama , Panama.....		Oct. 24	1,455	Return from Panama.
Acapulco , Mexico.....	Nov. 1	Nov. 2	1,385	Coal and provisions.
San Diego , Cal.....	Nov. 9	Nov. 13	472	Do.
San Francisco , Cal.....	Nov. 16	Dec. 2	28	Instructions of commander in chief.
Mare Island , Cal.....	Dec. 2	Dec. 27	82	Repairs and stores.
	1906.	1906.		
Santa Barbara , Cal.....	Jan. 1	Jan. 4	84	Cruising.
San Pedro , Cal.....	Jan. 4	Jan. 7	91	Do.
San Diego , Cal.....	Jan. 8	Feb. 26	616	In squadron; squadron maneuvers.
Magdalena Bay , Mexico.....	Mar. 1			
Do.....		Apr. 1	583	Return from record target practice.
San Diego , Cal.....	Apr. 4	Apr. 18	94	Cruising in squadron.
Long Beach , Cal.....	Apr. 18	Apr. 19	4	Coal and provisions.
San Pedro , Cal.....	Apr. 19	Apr. 21	372	Supplies for San Francisco and guard duty.
San Francisco , Cal.....	Apr. 23	May 10	26	Coal and repairs.
Mare Island , Cal.....	May 10	May 26	580	Cruising orders commander in chief.
Astoria , Oreg.....	May 30	May 31	89	Do.
Portland , Oreg.....	May 31	June 27	89	Cruising orders commander in chief in squadron.
Astoria , Oreg.....	June 27	June 28	300	Cruising orders commander in chief.
Bremerton , Wash.....	June 30	June 30	73	Cruising orders commander in chief in squadron; orders to participate in Fourth of July celebration.
Anacortes , Wash.....				
Prometheus (collier).....				Not yet contracted for.
Puritan				Loaned to the naval militia, District of Columbia.
Quiros , Lieut. CHARLES R. TRAIN, U. S. Navy, commanding.				
	1905.	1905.		
Shanghai , China.....		Aug. 3		Chinese river service.
Chinkiang , China.....	Aug. 6	Aug. 8	165	Do.
Nankin , China.....	Aug. 8	Aug. 10	47	Do.
Shanghai , China.....	Aug. 11	Sept. 3	212	Do.
Chefoo , China.....	Sept. 6	Sept. 7	487	Do.
Taku , China.....	Sept. 8	Sept. 11	193	Do.
Tientsin , China.....	Sept. 12	Sept. 17	51	Do.
Chefoo , China.....	Sept. 18	Sept. 28	244	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Quiros—Continued.				
	1905.	1905.	Knots.	
Shanghai, China.....	Sept. 30	Oct. 4		Chinese river service.
Nankin, China.....	Oct. 6	Oct. 11	260	Do.
Hankow, China.....	Oct. 15	Oct. 17	388	Do.
Kiukiang, China.....	Oct. 20	Oct. 22	142	Do.
Tung Liu Reach.....	Oct. 22	Oct. 24	53	Do.
Nankin, China.....	Oct. 24	Oct. 27	23	Do.
Shanghai, China.....	Oct. 31	Nov. 30	370	Do.
Chinkiang, China.....	Dec. 3	Dec. 5	165	Do.
Nankin, China.....	Dec. 5	Dec. 8	47	Do.
Kiukiang, China.....	Dec. 11			Do.
	1906.	1906.		
Nankin, China.....	Jan. 1			Do.
Wuhu, China.....	Jan. 6			Do.
Nankin, China.....	Jan. 24			Do.
Shanghai, China.....	Feb. 20			Do.
Kiukiang, China.....	Mar. 1			Do.
Shanghai, China.....	Mar. 24	Apr. 6		Do.
Woosung, China.....	Apr. 6	Apr. 9	15	Do.
Nankin, China.....	Apr. 10	Apr. 15	212	Do.
Nankin, China.....	Apr. 17	Apr. 19	158	Do.
Hankow, China.....	Apr. 20	May 2	230	Do.
Kiukiang, China.....	May 4	May 9	142	Do.
Nankin, China.....	May 10	June 22	261	Do.
Shanghai, China.....	June 23			Do.
Rainbow, Commander WALTER C. COWLES, U. S. Navy, commanding. Relieved by Commander JAMES C. GILLMORE, Feb. 12, 1906.				
	1905.	1905.		
Cavite, P. I.....	July 1	July 1	5	
Manila, P. I.....	July 1	July 5	5	
Cavite, P. I.....	July 5	July 8	5	
Manila, P. I.....	July 8	Aug. 7	355	
Iloilo, P. I.....	Aug. 9	Aug. 9	375	
Polloc, P. I.....	Aug. 11	Aug. 11	390	
Sandakan, Borneo.....	Aug. 13	Aug. 14	75	
Kayagan, Sulu, P. I.....	Aug. 15	Aug. 15	210	
Zamboanga, P. I.....	Aug. 16	Aug. 18	90	
Jolo, P. I.....	Aug. 18	Aug. 19	295	
Iligans, P. I.....	Aug. 21	Aug. 21	110	
Mouth of Agusan River, P. I.....	Aug. 21	Aug. 27	595	
Cavite, P. I.....	Aug. 31			Acting under orders of the commander of the Philippine Squadron, U. S. Asiatic Fleet.
Do.....		Oct. 23	5	
Manila, P. I.....	Oct. 23	Nov. 1	60	
Olongapo, P. I.....	Nov. 1	Nov. 2	40	
Limaon, P. I.....	Nov. 2	Nov. 3	20	
Manila, P. I.....	Nov. 3	Nov. 16	10	
Target range, Manila Bay, P. I.....	Nov. 16	Nov. 17	10	
Manila, P. I.....	Nov. 17	Nov. 30		
Yokohama, Japan.....	Dec. 9	Dec. 14	1,760	
Uraga, Japan.....	Dec. 14	Dec. 17	20	
Yokohama, Japan.....	Dec. 17	Dec. 24		
Manila, P. I.....	Dec. 31			
	1906.	1906.		
Do.....		Jan. 21		
Target range, Manila.....	Jan. 21	Jan. 24	15	Record target practice.
Cavite, P. I.....	Jan. 24	Feb. 17	15	Do.
Yokohama, Japan.....	Feb. 24	Mar. 3	1,760	General court-martial of Paymaster George M. Lukesh.
Cavite, P. I.....	Mar. 10	Mar. 21	1,760	
Manila, P. I.....	Mar. 21		5	Rear-Admiral James H. Dayton, U. S. Navy, assumed command of the Philippine Squadron, U. S. Asiatic Fleet, Mar. 27.
Do.....		Apr. 16		
Cavite, P. I.....	Apr. 16	May 5	5	
Batangas, P. I.....	May 5	May 6	93	
Port Loog, P. I.....	May 7	May 7	116	
Port Halsey, P. I.....	May 8	May 9	143	
Malampaya, P. I.....	May 9	May 10	81	
Puerto Princesa, P. I.....	May 11	May 13	261	
Sandakan, Borneo.....	May 14	May 16	250	
Jolo, P. I.....	May 17	May 19	180	
Port Isabel, P. I.....	May 19	May 20	80	
Zamboanga, P. I.....	May 20	May 23	20	
Polloc, P. I.....	May 24	May 26	135	
Zamboanga, P. I.....	May 27	May 31	136	Acting under orders of the commander of the Philippine Squadron, U. S. Asiatic Fleet.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Rainbow—Continued.	1906.	1906.	<i>Knots.</i>	
Iloilo, P. I.	June 1	June 4	245	Acting under orders of the commander of the Philippine Squadron, U. S. Asiatic Fleet.
Cebu, P. I.	June 5	June 7	204	
Tacloban, P. I.	June 8	June 11	240	
Cavite, P. I.	June 13			
Raleigh, Capt. ASHER C. BAKER, U. S. Navy, retired, commanding. Relieved by Commander FRANK F. FLETCHER, U. S. Navy, Nov. 15, 1906.	1905.	1905.		
Cavite, P. I.	July 6	July 1	1,121	Cruising with fleet.
Woosung, China.	July 10	July 10	642	Do.
Chefoo, China.	July 13	July 30	210	Speed trial with fleet.
Do.	July 31	Sept. 9	200	Cruising with fleet.
Taku, China.	Sept. 10	Sept. 15	200	Making passage with Wisconsin and Baltimore.
Chefoo, China.	Sept. 16	Sept. 20	1,207	To investigate condition of American interests at Canton.
Hongkong, China.	Sept. 24			
Do.		Dec. 12	650	Making passage for target practice.
Cavite, P. I.	Dec. 15	Dec. 17	15	Do.
Target range, Manila Bay, P. I.	Dec. 17	Dec. 23	15	Do.
Cavite, P. I.	Dec. 23			
Do.	1906.	1906.		
Target range, Manila Bay.	Jan. 4	Jan. 11		Record target practice.
Manila, P. I.	Jan. 11	Jan. 15		Reception to British fleet.
Cavite, P. I.	Jan. 15	Jan. 18	650	Preparing for cruise north.
Hongkong, China.	Jan. 21	Jan. 25	285	Cruising.
Amoy, China.	Jan. 26	Jan. 27	561	Do.
Shanghai, China.	Jan. 30			Do.
Do.		May 9	1,040	Making passage to join fleet.
Yokohama, Japan.	May 13	June 2	350	Cruising.
Kobe, Japan.	June 4	June 11	350	Do.
Yokohama, Japan.	June 12			
Ranger.				At the naval station, Cavite, P. I.
Reina Mercedes.				Auxiliary to the Constellation at Newport Training Station.
Relief.				At the navy-yard, Mare Island, Cal.
Restless, Boatswain JOHN WINN, U. S. Navy, commanding.				Attached to the navy-yard, Norfolk, Va.
Rhode Island, Capt. PERRY GARST, U. S. Navy, commanding. Relieved by Lieut. Commander LEWIS J. CLARK, U. S. Navy, May 23, 1906. Relieved by Capt. CHARLES G. BOWMAN, U. S. Navy, June 22, 1906.				
[Placed in commission Feb. 19, 1906, at the navy-yard, Boston.]	1906.	1906.		
Boston, Mass.	May 5	May 3	551	Shaking-down cruise.
Mouth of York River.	May 13	May 13	43	Do.
Newport News, Va.	May 17	May 27	9	Do.
Fortress Monroe, Va.	May 27	June 28	48	Do.
Yorktown, Va.	June 28			
Richmond.				Auxiliary to the Franklin at the navy-yard, Norfolk, Va.
Rocket (tug).				Attached to the navy-yard, Norfolk, Va.
Rodgers, Lieut. ALFRED W. JOHNSON, U. S. Navy, commanding.				Attached to the Third Torpedo Flotilla, U. S. Atlantic fleet.
Rowan.				At the navy-yard, Puget Sound, Wash.
Salem.				Under construction at the works of the Fore River Ship and Engine Co., Quincy, Mass.
Samar.				At the naval station, Cavite, P. I.
Samoset (tug).				Attached to the navy-yard, League Island, Pa.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Sandoval				At the navy-yard, Norfolk, Va.
Placed out of commission Mar. 22, 1906, at the navy-yard, Norfolk, Va.]				
San Francisco				At the navy-yard, Norfolk, Va.
Saratoga				Public Marine School, Philadelphia.
Saturn (collier).....				Collier service on Pacific coast.
Scorpion , Lieut. Commander HILARY P. JONES, U. S. Navy, commanding.				
League Island, Pa.....	1905.	1905. Oct. 12	Knots. 1,306	Undergoing extensive repairs in Steam Engineering and Construction and Repair departments.
Monte Cristi, Santo Domingo....	Oct. 17	Oct. 18	19	Cruising under orders.
Porte Liberty, Santo Domingo....	Oct. 18	Oct. 19	19	For coaling.
Monte Cristi, Santo Domingo....	Oct. 19	do	405	Returned for orders.
Santo Domingo, Santo Domingo....	Oct. 21	Nov. 14	230	To assume station.
San Juan, P. R.....	Nov. 15	Nov. 16	230	For coaling.
Santo Domingo, Santo Domingo....	Nov. 17	Dec. 30	310	Station.
Puerto Plata, Santo Domingo....	Dec. 31			Cruising under orders.
Puerto Plata, Santo Domingo....	1906.	1906. Jan. 15	67	Cruising under orders.
Monte Cristi, Santo Domingo....	Jan. 15	Jan. 17	67	Transporting Peace Commissioners
Puerto Plata, Santo Domingo....	Jan. 17	Jan. 20	67	Do.
Monte Cristi, Santo Domingo....	Jan. 20	do	198	Cruising under orders.
Sanchez, Santo Domingo....	Jan. 21	Jan. 23	198	Cruising with senior officer present.
Monte Cristi, Santo Domingo....	Jan. 24	Jan. 27	370	Cruising under orders.
Santo Domingo City.....	Jan. 29	Jan. 30	230	Do.
San Juan, P. R.....	Jan. 31	Feb. 3	347	For coal and stores.
Monte Cristi, Santo Domingo....	Feb. 4	Feb. 26	198	Cruising under orders.
Sanchez, Santo Domingo....	Feb. 27	Mar. 2	205	Do.
San Juan, P. R.....	Mar. 3	Mar. 5	347	For coal and water.
Monte Cristi, Santo Domingo....	Mar. 6	Mar. 6	643	Cruising under orders.
Key West, Fla.....	Mar. 9	Mar. 10	582	Do.
New Orleans, La.....	Mar. 13	Mar. 17	219	Do.
Warrington, Fla.....	Mar. 18	Mar. 19	422	Cruising with Assistant Secretary of the Navy.
Dry Tortugas, Fla.....	Mar. 21	Mar. 21	64	Do.
Key West, Fla.....	do	Mar. 28	643	Do.
Monte Cristi, Santo Domingo....	Mar. 31			Cruising under orders.
Do.....		Apr. 13	198	Do.
Sanchez, Santo Domingo....	Apr. 14	Apr. 15	205	Cruising with senior officer present.
San Juan, P. R.....	Apr. 16	Apr. 17	205	For coal.
Sanchez, Santo Domingo....	Apr. 18	Apr. 18	198	Cruising under orders.
Monte Cristi, Santo Domingo....	Apr. 19	Apr. 21	198	Cruising with senior officer present.
Sanchez, Santo Domingo....	Apr. 22	Apr. 29	205	Cruising under orders.
San Juan, P. R.....	Apr. 30	May 1	37	Do.
Fajardo, P. R.....	May 1	May 4	37	For target practice.
San Juan, P. R.....	May 4	May 8	230	For coal and stores.
Santo Domingo, Santo Domingo....	May 9	May 9	480	Cruising under orders
Basse Terre, Guadeloupe, French West Indies.	May 11	May 12	30	Do.
Pointe a Pitre, Guadeloupe, French West Indies.	May 12	May 15	505	Do.
Santo Domingo, Santo Domingo....	May 17	May 26	230	To resume station.
San Juan, P. R.....	May 27	May 29	280	For coal.
Puerto Plata, Santo Domingo....	May 30	May 30	67	Cruising under orders.
Monte Cristi, Santo Domingo....	do	June 3	67	Do.
Puerto Plata, Santo Domingo....	June 4	June 8	67	For mail.
Monte Cristi, Santo Domingo....	June 8	June 17	67	To resume station.
Puerto Plata, Santo Domingo....	June 18	June 22	67	For mail.
Monte Cristi, Santo Domingo....	June 22			To resume station.
Sebago (tug).....				Attached to the navy-yard, Charleston, S. C.
Severn , Commander WILLIAM C. P. MUIR, U. S. Navy, retired, commanding (placed out of commission Sept. 4, 1905, at Annapolis). Lieut. Commander ARCHIBALD H. SCALES, U. S. Navy, commanding (recommissioned June 4, 1906, at Annapolis).				
Gardiners Bay, N. Y.....	1905.	1905. July 7		Practice cruise.
New London, Conn.....	July 8	July 10	20	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Severn—Continued.				
	1905.	1905.	<i>Knots.</i>	Practice cruise.
Gardiners Bay, N. Y.....	July 10	July 20	20	Do.
Newport, R. I.....	July 20	July 27	45	Do.
Gardiners Bay, N. Y.....	July 28	Aug. 10	60	Do.
New London, Conn.....	Aug. 10	Aug. 14	18	Do.
Gardiners Bay, N. Y.....	Aug. 14	Aug. 17	20	Do.
Newport, R. I.....	Aug. 18	Aug. 19	60	Do.
New London, Conn.....	Aug. 19	Aug. 21	55	Do.
Annapolis, Md.....	Aug. 31		660	To go out of commission.
Do.....	1906.	1906.		
		June 27		For cruise in Chesapeake Bay with midshipmen from the Naval Academy on board.
Shark				At the Torpedo Station, Newport, R. I.
Shearwater				Loaned to the naval militia, Pennsylvania.
Shubrick				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Sioux (tug)				Attached to the navy-yard, Portsmouth, N. H.
Siren				At the navy-yard, Norfolk, Va.
Solace, Commander JAMES H. BULL, U. S. Navy, commanding.				
[Placed out of commission Oct. 12, 1905, at the navy-yard, Mare Island.]				
	1905.	1905.		
Shanghai, China.....	July 1	July 7	915	Naval transport.
Yokohama, Japan.....	July 11	July 16	1,350	Do.
Guam, L. I.....	July 21	July 22	3,316	Do.
Honolulu, Hawaii.....	Aug. 2	Aug. 5	2,065	Do.
San Francisco, Cal.....	Aug. 12	Aug. 16	30	Do.
Mare Island, Cal.....	Aug. 16	Sept. 12	715	Do.
Bremerton, Wash.....	Sept. 15	Sept. 18	780	Do.
Mare Island, Cal.....	Sept. 21			Do.
Somers				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Sotoyomo (tug)				Attached to the navy-yard, Mare Island, Cal.
South Carolina				Contract not yet awarded.
South Dakota				Under construction at the works of the Union Iron Works, San Francisco, Cal.
Southery, Commander EDWARD E. WRIGHT, U. S. Navy, commanding.				
Prison ship at the navy-yard, Portsmouth, N. H.				
Standish (tug)				Attached to the Naval Academy, Annapolis, Md.
[Placed out of commission Sept. 6, 1905, at the navy-yard, New York. Recommissioned Apr. 11, 1906, at the navy-yard, New York.]				
Sterling (collier)				At the navy-yard, League Island, Pa.
[Placed out of service Aug. 8, 1905, at the navy-yard, League Island, Pa.]				
Stewart, Ensign HUGO OSTERHAUS, U. S. Navy, commanding; relieved by Lieut. ROSCOE C. BULMER, U. S. Navy, July 25, 1905; relieved by Ensign CHARLES E. BRILLHART, U. S. Navy, June 2, 1906; relieved by Lieut. THOMAS D. PARKER, June 17, 1906.				
Attached to the Second Torpedo Flotilla, U. S. Atlantic Fleet.				
Stiletto				Attached to the Torpedo Station, Newport, R. I.
St. Louis				Under construction at the works of Neafie & Levy, Philadelphia, Pa.
St. Mary's				Public Marine School, New York.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Stockton , Lieut. JAMES H. TOMB, U. S. Navy, commanding. [Placed in commission June 11, 1906, at the navy-yard, Norfolk.]				Attached to the Third Torpedo Flotilla, U. S. Atlantic Fleet.
Stranger				Loaned to the naval militia of Louisiana.
Stringham , Lieut. ALBERT H. MACCARTHY, U. S. Navy, commanding. [Placed in commission Nov. 7, 1905, at the navy-yard, League Island, Pa.]				At the navy-yard, Norfolk, Va.
Supply , Capt. GEORGE L. DYER, U. S. Navy, commanding. Relieved by Commander TEMPLIN M. POTTS, U. S. Navy, Dec. 18, 1905.	1905.	1905.	<i>Knots.</i>	
Guam, L. I.....		Nov. 1		En route to Mare Island for repairs.
Honolulu, Hawaii.....	Nov. 22	Dec. 2		Do.
San Francisco, Cal.....	Dec. 12	Dec. 13		Do.
Navy-yard, Mare Island, Cal.....	Dec. 13			Do.
	1906.	1906.		
Navy-yard, Mare Island, Cal.....		Feb. 1		Returning to station at Guam.
San Francisco, Cal.....	Feb. 1	Feb. 4		Do.
Honolulu, Hawaii.....	Feb. 14	Feb. 17		Do.
Guam, L. I.....	Mar. 1			Resumed station.
Sylph , Lieut. FRANK T. EVANS, U. S. Navy, commanding. Relieved by Lieut. ROSCOE C. BULMER, U. S. Navy, June 2, 1906.	1905.	1905.		
Oyster Bay out into Long Island Sound and return.....	July 1	July 1	25	Special.
Eaton Point and return.....	July 4	July 4	10	Do.
Oyster Bay to New York.....	July 5	July 13	29	Do.
Oyster Bay and return to New York.....	July 13	July 19	58	Do.
New York to Oyster Bay and evening trip on Sound.....	July 19	July 20	60	Do.
Oyster Bay out into Long Island Sound and return.....	July 20	July 22	20	Do.
Oyster Bay to New York and return.....	July 22	.....do....	58	Do.
Oyster Bay to New York.....	July 24	July 27	29	Do.
New York to Oyster Bay.....	July 27	July 28	29	Do.
Oyster Bay to Coney Island and return to Oyster Bay.....	July 28	July 31	100	Do.
Oyster Bay to New York.....	July 31	Aug. 5	29	Do.
New York to Oyster Bay.....	Aug. 5	Aug. 6	29	Do.
Oyster Bay to Huntington and return.....	Aug. 6	.....do....	25	Do.
Oyster Bay to New York.....	Aug. 7	Aug. 7	29	Do.
New York to Oyster Bay.....	Aug. 9	Aug. 9	29	Do.
Oyster Bay to New Haven.....	Aug. 10	Aug. 11	42	Do.
New Haven to Oyster Bay.....	Aug. 14	Aug. 12	42	Do.
Oyster Bay to Stamford to New York.....	Aug. 12	Aug. 14	39	Do.
New York to Oyster Bay.....	Aug. 14	Aug. 17	29	Do.
Oyster Bay to New York.....	Aug. 17	Aug. 19	29	Do.
New York to Oyster Bay to Bridgeport.....	Aug. 19	Aug. 20	58	Do.
Bridgeport to Oyster Bay.....	Aug. 20	Aug. 28	28	Do.
Oyster Bay to New York.....	Aug. 28	Sept. 9	29	Do.
New York to Oyster Bay and return to New York.....	Sept. 9	Sept. 11	58	Do.
Do.....	Sept. 11	Sept. 12	58	Do.
New York to Oyster Bay.....	Sept. 12	Sept. 13	29	Do.
Oyster Bay to New York.....	Sept. 13	Sept. 19	29	Do.
New York to Oyster Bay.....	Sept. 19	Sept. 25	29	Do.
Oyster Bay to Bridgeport.....	Sept. 25	Sept. 28	29	Do.
Bridgeport to Oyster Bay to New York.....	Sept. 28	Sept. 30	58	Do.
New York to Oyster Bay to Jersey City.....	Sept. 30	.....do....	60	Do.
Washington, D. C.....	Oct. 2	Oct. 21	431	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Sylph—Continued.	1905.	1905.	<i>Knots.</i>	
Hampton Roads, Va.....	Oct. 21	Oct. 23	170	Special.
Norfolk, Va.....	Oct. 23	Oct. 24	13	Do.
Hampton Roads, Va.....	Oct. 24	Oct. 25	13	Do.
Washington, D. C.....	Oct. 25	Oct. 28	170	Do.
Wakefield.....	Oct. 28	Oct. 29	65	Do.
Mount Vernon.....	Oct. 29	Oct. 30	53	Do.
Washington.....	Oct. 30			
	1906.	1906.		
Indian Head and return.....	Feb. 6	Feb. 6	41	Special service
Mathias Point.....	Feb. 21	Feb. 23	48	Do.
Washington, D. C.....	Feb. 23	do	48	Do.
Quantico.....	do	Feb. 24	21	Do.
Piney Point.....	Feb. 24	Feb. 25	59	Do.
Mount Vernon.....	Feb. 25	Feb. 26	68	Do.
Washington.....	Feb. 26			
Washington, D. C., to Mount Vernon.	Apr. 29	Apr. 29	12	Special.
Wakefield.....	do	do	52	Do.
Washington, D. C.....	do		64	Do.
Mount Vernon and return.....	Apr. 30	Apr. 30	24	Do.
Do.....	May 5	May 5	24	Do.
Do.....	May 10	May 10	24	Do.
Do.....	May 19	May 19	24	Do.
Do.....	May 24	May 24	24	Do.
Norfolk, Va.....	May 28	June 5	183	Do.
New York.....	June 6	June 26	260	Do.
Oyster Bay.....	June 26	June 27	29	Do.
New London.....	June 27	June 29	80	Do.
Oyster Bay.....	June 29	June 30	80	Do.
New York.....	June 30			
Sylvia.....				At the navy-yard, Norfolk, Va.
Tacoma, Commander REGINALD F. NICHOLSON, U. S. Navy, commanding. Relieved by Commander JAMES T. SMITH, U. S. Navy, Dec. 26, 1905.				
	1905.	1905.		
Cherbourg, France.....		July 8		
Annapolis, Md.....	July 23	July 24	3,725	
Tompkinsville, N. Y.....	July 26	Aug. 5	398	Coal and provisions.
Oyster Bay, N. Y.....	Aug. 5	do	75	Transporting Japanese peace envoys.
Philadelphia, Pa.....	Aug. 8	Aug. 9	238	To embark Pennsylvania Naval Militia.
Do.....	Aug. 16	Aug. 17	740	To disembark Pennsylvania Naval Militia.
Boston, Mass.....	Aug. 19	Aug. 19	554	To embark Massachusetts Naval Militia.
Whitestone Point, N. Y.....	Aug. 21	Aug. 22	379	
Boston, Mass.....	Aug. 26	Sept. 1	264	To disembark Massachusetts Naval Militia.
Provincetown, Mass.....	Sept. 1	Sept. 11	50	To join North Atlantic Fleet.
Cape Cod Bay, Mass.....	Sept. 11	Sept. 20	23	For target practice.
Provincetown, Mass.....	Sept. 20	do	25	
Tompkinsville, N. Y.....	Sept. 21	Sept. 22	345	
Navy-yard, New York.....	Sept. 22			Undergoing repairs.
Do.....		Nov. 15		
Tompkinsville, N. Y.....	Nov. 15	Nov. 17		Coaling.
Hampton Roads, Va.....	Nov. 18	Nov. 18		To receive draft for Third Squadron.
Lamberts Point, Va.....	do	Nov. 21		For coal.
Monte Cristi, Santo Domingo.....	Nov. 25	Dec. 4		To report to squadron commander.
Sanchez, Santo Domingo.....	Dec. 5	Dec. 7		For transfer papers of draft.
Santo Domingo City, Santo Domingo.....	Dec. 8	Dec. 8		To report to squadron commander.
Guantanamo Bay, Cuba.....	Dec. 10	Dec. 22		To await orders.
San Juan, P. R.....	Dec. 24	Dec. 28		For coal and await further orders.
	1906.	1906.		
Gibraltar.....	Jan. 11	Jan. 18		
Tangier, Morocco.....	Jan. 18	Jan. 20	35	Mediterranean cruise.
Algiers, Algeria.....	Jan. 22	Jan. 27	446	Do
Villefranche, France.....	Jan. 29	Feb. 9	464	Do.
Genoa, Italy.....	Feb. 10	Feb. 13	96	Do.
Naples, Italy.....	Feb. 15	Feb. 22	371	For spare parts dry dock machinery
Gibraltar.....	Feb. 26	Feb. 27	1,094	En route dry dock.
Las Palmas, Grand Canary.....	Mar. 2	Mar. 7	707	
Gibraltar.....	Mar. 10	Mar. 11	707	To rejoin squadron
Alexandria, Egypt.....	Mar. 18	Mar. 26	1,809	
Gibraltar.....	Apr. 2	Apr. 5	555	Second Squadron, Third Division.

Movements of vessels—Continued

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed.	Remarks.
Tacoma—Continued.	1906.	1906.	<i>Knots.</i>	
Port Said, Egypt.....	Apr. 17	Apr. 27	1,946	With Dewey.
Alexandria, Egypt.....	Apr. 28	May 9	140	Awaiting orders.
Gibraltar.....	May 16	May 21	1,814	Returning to United States.
Ponta Delgada, Azores.....	May 25	May 28	982	Do.
Grassy Bay, Bermuda.....	June 6	June 6	2,077	Do.
New York, League Island.....	June 9	June 21	748	Do.
Off Red Bank (Gloucester), N. J.....	June 21	do	1	To fire national salute.
Off New York, League Island.....	do	June 23	1	
Off Sag Harbor, N. Y.....	June 25	June 27	325	Cruise with Pennsylvania Naval Militia.
Gardiners Bay, N. Y.....	June 27	June 28	13	Target practice, Naval Militia.
At anchor in Delaware River.....	June 29	June 30	196	Cruise with Pennsylvania Naval Militia.
Off New York, League Island.....	June 30			
Talbot				At the navy-yard, Norfolk, Va.
T. A. M. Craven				At the Torpedo Station, Newport, R. I.
Tarantula				Under construction at the works of the Fore River Ship and Engine Co., Quincy, Mass.
Tecumseh (tug), Chief Boatswain MARTIN FRITMAN, U. S. Navy, commanding.				Attached to the navy-yard, Washington, D. C.
Tennessee				Under construction at the works of William Cramp & Sons, Philadelphia, Pa.
Terror , Lieut. ASHLEY H. ROBERTSON, U. S. Navy, commanding, until Sept. 11, 1905. [Placed in reserve Sept. 11, 1905, at the navy-yard, League Island. Placed out of commission May 8, 1906, at the navy-yard, League Island.]				
	1905.	1905.		
Gardiners Bay.....	July 13	July 19		With midshipmen from the Naval Academy.
New London, Conn.....	July 19	July 20		Do.
Gardiners Bay.....	July 20	Aug. 17		Do.
Newport, R. I.....	Aug. 17	Aug. 18		Do.
Gardiners Bay.....	Aug. 18	Aug. 23		Do.
New London, Conn.....	Aug. 23	do		Do.
Solomons, Md.....	Aug. 26	Aug. 30		Do.
Annapolis, Md.....	Aug. 30	Sept. 2		Do.
League Island, Pa.....	Sept. 4			To go in reserve.
Texas , Capt. GEORGE A. BICKNELL, U. S. Navy, commanding. Relieved by Lieut. Commander CHARLES P. PLUNKETT, U. S. Navy, June 26, 1906. [Placed in reserve May 24, 1906, at the navy-yard, Norfolk, Va.]				
	1905.	1905.		
Rockland, Me.....		July 31		
East Lamoine, Me.....	Aug. 1	Aug. 2	66	For coal.
Rockland, Me.....	Aug. 2	Aug. 14	348	Midshipmen's cruise.
New London, Conn.....	Aug. 16	Aug. 24	450	Do.
Solomons, Md.....	Aug. 26	Aug. 30	40	Do.
Annapolis, Md.....	Aug. 30	Aug. 31	126	Do.
Newport News, Va.....	Sept. 1	Sept. 2	23	For coal.
Lynnhaven Roads, Va.....	Sept. 2	Sept. 3	517	Cruising.
Provincetown, Mass.....	Sept. 5	Sept. 9	225	Do.
Newport, R. I.....	Sept. 10	Sept. 11	10	Perry Day celebration
Bradford, R. I.....	Sept. 11	Sept. 12	236	For coal.
Target Grounds, Cape Cod Bay, Mass.....	Sept. 13	Sept. 23	540	Target practice.
Norfolk, Va.....	Sept. 25			For repairs
Do.....		Nov. 2	266	Do.
Tompkinsville, N. Y.....	Nov. 3	Nov. 4	5	
Navy-yard, New York.....	Nov. 4	Nov. 14	270	For docking.
Newport News, Va.....	Nov. 15	Nov. 26	155	To assemble Coast Squadron.
Hatteras Cove, N. C.....	Nov. 27	Nov. 27	66	
Lookout Bight, N. C.....	do	Nov. 28	197	Cruising with Coast Squadron.
Charleston, S. C.....	Nov. 29	Dec. 18		Do.
Do.....	Dec. 19			Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Texas—Continued.	1906.	1906.	<i>Knots.</i>	
Charleston, S. C.....		Jan. 2		Flagship of the Coast Squadron, U. S. Atlantic Fleet.
Do.....	Jan. 4	Jan. 15		Cruising
Do.....	Jan. 16	Feb. 13	590	Do.
Key West, Fla.....	Feb. 17	Feb. 19	496	Cruising and engaged in destroying derelict schooner Sakata.
Pensacola, Fla.....	Feb. 21	Feb. 21	245	Cruising.
New Orleans, La.....	Feb. 22	Mar. 1	245	Mardi Gras celebration.
Pensacola, Fla.....	Mar. 3	Mar. 22		Record target practice.
Target range off Pensacola, Fla...	Mar. 22	Mar. 24		Do.
Pensacola, Fla.....	Mar. 24	Apr. 2		
Target range off Santa Rosa Island, Fla.	Apr. 2	Apr. 3		Do.
Pensacola, Fla.....	Apr. 3	Apr. 4	112	To assemble Coast Squadron.
Key West, Fla.....	Apr. 6	Apr. 8	487	Cruising and coaling ship.
Charleston, S. C.....	Apr. 10	Apr. 21	410	Cruising and disassembling Coast Squadron.
Navy-yard, Boston, Mass.....	Apr 26	May 10	933	Searching for derelict reported in Gulf Stream, and for necessary repairs at navy-yard, Boston, preparatory to placing the Texas in reserve.
Navy-yard, Norfolk, Va.....	May 12			Cruising and to go in reserve at navy-yard, Norfolk, Va.
Thornton , Lieut. VICTOR S. HOUTON, U. S. Navy, commanding. [Placed out of commission July 21, 1905, at the navy-yard, Norfolk, Va. Placed in reserve Sept. 25, 1905, at the navy-yard, Norfolk, Va.]				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Tingey				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Topeka , Commander FRANK A. WILNER, U. S. Navy, commanding. [Placed out of commission Sept. 7, 1905, at the navy-yard, Portsmouth, N. H.]				
	1905.	1905.		
Monte Cristi, Santo Domingo		July 8	20	With commander Third Squadron.
Fort Liberte, Haiti.....	July 8	do	20	Do.
Monte Cristi, Santo Domingo	do	July 18	20	Do.
Fort Liberte, Haiti.....	July 18	July 19	20	Do.
Monte Cristi, Santo Domingo....	July 19	July 20	204	Do.
Sanchez, Santo Domingo.....	July 21	Aug. 6	28	To test port engine.
Monte Cristi, Santo Domingo	Aug. 7	Aug. 7	208	To go out of commission.
Guantanamo Bay, Cuba.....	Aug. 8	Aug. 13	1,497	Do.
Navy-yard, Portsmouth, N. H....	Aug. 21			
Triton (tug), Boatswain GUSTAV SABELSTROM, U. S. Navy, commanding.				Attached to the navy-yard, Washington, D. C.
Truxtun , Lieut. CLARK D. STEARNS, U. S. Navy, commanding. Relieved by Ensign JOHN V. BABCOCK, U. S. Navy, Mar. 24, 1906.				Attached to the Second Torpedo Flotilla, U. S. Atlantic Fleet.
Unadilla (tug).....				Attached to the navy-yard, Mare Island, Cal.
Uncas (tug), Chief Boatswain ERNEST V. SANDSTROM, U. S. Navy, commanding. Relieved by Chief Boatswain EDWARD J. NORCOTT, U. S. Navy, Mar. 7, 1906.				Special service.
Vermont				Under construction at the works of the Fore River Ship Building Co., Quincy, Mass.
Vestal (collier).....				Not yet contracted for.
Vesuvius , Lieut. WALTON R. SEXTON, U. S. Navy, commanding.				Attached to the Torpedo Station, Newport, R. I.
Vicksburg				At the navy-yard, Mare Island, Cal.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Vigilant (tug)				Attached to the training station, San Francisco, Cal.
Villalobos, Lieut. Commander WILLIAM D. MACDOUGALL, U. S. Navy, commanding. Relieved by Lieut. FRANK L. PINNEY, U. S. Navy, Mar. 2, 1906.				
	1905.	1905.	<i>Knots.</i>	
Shanghai, China.....		July 7	14	Transfer of men.
Woosung, China.....	July 7	July 9	14	Communicating with the flagship.
Shanghai, China.....	July 9	Aug. 22	14	Routine drills.
Chinkiang, China.....	Aug. 23	Aug. 25	165	Protecting American interests.
Wuhu, China.....	Aug. 26	Aug. 27	99	Do.
Nankin, China.....	Aug. 27	Aug. 30	52	Coaling.
Shanghai, China.....	Aug. 31	Sept. 8	212	Protecting American interests.
Woosung, China.....	Sept. 8	Sept. 9	14	Do.
Shanghai, China.....	Sept. 9	Sept. 10	14	Conveying Taft party from steamer to Shanghai.
North Saddle Island.....	Sept. 10	Sept. 11	50	Protecting American interests.
West Spit Buoy.....	Sept. 11	Sept. 12	16	Compass work.
Shanghai, China.....	Sept. 12	Sept. 14	22	Protecting American interests.
International Dock.....	Sept. 14	Sept. 18	5	Docking and repairs.
Shanghai, China.....	Sept. 18	Sept. 22	5	Do.
Chinkiang, China.....	Sept. 23	Sept. 24	165	Do.
Nankin, China.....	Sept. 25	Sept. 27	47	Coaling.
Plover Point.....	Sept. 27	Sept. 28	110	Protecting American interests.
Shanghai, China.....	Sept. 28	Oct. 11	55	Routine drills; Morris tube practice.
Woosung, China.....	Oct. 11	Oct. 19	14	Protecting American interests.
Woosung River.....	Oct. 19	Oct. 20	14	Coaling.
Shanghai, China.....	Oct. 20	Nov. 8	14	Routine drills.
Woosung, China.....	Nov. 8	Nov. 9	14	Transfer of men.
Chinkiang, China.....	Nov. 10	Nov. 10	150	Protecting American interests.
Nankin, China.....	Nov. 13	Nov. 13	47	Coaling.
Wuhu, China.....	do	do	67	Protecting American interests.
Ngankin, China.....	Nov. 16	Nov. 16	106	Visiting missionaries.
Kiukiang, China.....	Nov. 17	Nov. 18	97	Coaling.
Nankin, China.....	Nov. 19	Dec. 8	246	Protecting American interests.
Wuhu, China.....	Dec. 8	Dec. 9	52	Do.
Kiukiang, China.....	Dec. 11	Dec. 13	194	Do.
Wuhu, China.....	Dec. 13	Dec. 14	194	Do.
Nankin, China.....	Dec. 14	Dec. 15	52	Coaling.
Li Yang, China.....	Dec. 15	Dec. 16	14	Cruising with Baltimore.
Chinkiang, China.....	Dec. 16	Dec. 19	29	Do.
Woosung, China.....	Dec. 20	Dec. 20	150	Protecting American interests.
Shanghai, China.....	do			Conveying Baltimore's landing force to Shanghai for duty ashore.
	1906.	1906.		
Do.....		Jan. 11	14	Protecting American interests.
Chinkiang, China.....	Jan. 11	Feb. 22	165	Routine drills.
Nankin, China.....	Feb. 22	Feb. 28	47	Coaling.
Shanghai, China.....	Feb. 29	Mar. 1	212	Protecting American interests.
Woosung, China.....	Mar. 1	Mar. 2	14	Do.
Shanghai, China.....	Mar. 2	Mar. 15	14	Routine drills.
Chinkiang, China.....	Mar. 16	Mar. 17	165	Protecting American interests.
Nankin, China.....	Mar. 17	Mar. 19	47	Coaling.
Ngankin, China.....	Mar. 20	Mar. 21	173	Protecting American interests.
Kiukiang, China.....	Mar. 21	do	88	Do.
Hankow, China.....	Mar. 22	Apr. 22	142	Coaling; landing party ashore.
Kiukiang, China.....	Apr. 22	Apr. 24	142	Protecting American interests.
Wuhu, China.....	Apr. 24	Apr. 25	194	Do.
Nankin, China.....	Apr. 25	Apr. 30	52	Do.
Chinkiang, China.....	Apr. 30	May 1	47	Do.
Shanghai, China.....	May 3	May 13	165	Routine drills; repairs.
Nankin, China.....	May 15	May 16	212	Coaling.
Wuhu, China.....	May 17	May 20	52	Protecting American interests.
Ngankin, China.....	May 20	May 24	106	Do.
Kiukiang, China.....	May 25	June 6	88	Routine drills.
Hankow, China.....	June 7	June 19	142	Small-arm target practice.
Kiukiang, China.....	June 19	June 20	142	Protecting American interests.
Ngankin, China.....	June 20	do	88	Do.
Nankin, China.....	June 21	June 29	158	Coaling.
Chinkiang, China.....	June 29	do	47	Protecting American interests.
Shanghai, China.....	June 30			
Viper				Under construction at the works of the Fore River Ship Building Co., Quincy, Mass.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Virginia , Capt. SEATON SCHROEDER, U. S. Navy, commanding. [Placed in commission May. 7 1906, at the navy-yard, Norfolk, Va.]	1906.	1906.	<i>Knots.</i>	
Navy-yard, Norfolk.....	June 28	June 28	26	Shaking-down cruise.
Lynnhaven Bay, Va.....	June 30	June 30	64	Swinging ship.
Vixen , Commander CHARLES C. ROGERS, U. S. Navy, commanding. [Placed out of commission Mar. 30, 1906, at the navy-yard, Pensacola, Fla.]				Station ship, Guantanamo.
Waban (tug).....				Attached to the navy-yard, Pensacola, Fla.
Wabash , Capt. ASA WALKER, U. S. Navy, commanding. Relieved by Capt. JOHN M. HAWLEY, U. S. Navy, Jan. 24, 1906.				Receiving ship, navy-yard, Boston, Mass.
Wahneta (tug).....				Attached to the navy-yard, Norfolk, Va.
Washington				Under construction at the works of the New York Ship Building Co., Camden, N. J.
Wasp				Attached to the torpedo station, Newport, R. I.
West Virginia , Capt. CONWAY H. ARNOLD, U. S. Navy, commanding.	1905.	1905.		
Newport, R. I.....	July 12	July 12		Shaking down.
Orient Point, N. Y.....	July 12	July 19	46	Do.
Newport, R. I.....	July 19	Aug. 2	46	Final trial trip.
Tompkinsville, N. Y.....	Aug. 4	Aug. 8	667	For repairs.
Navy-yard, New York.....	Aug. 8	Oct. 5	6	Repairs and dry dock.
Do.....				En route to Newport.
Tompkinsville, N. Y.....	Oct. 5	Oct. 6	165	Coal, drill, and assembly of squadron.
Newport, R. I.....	Oct. 7	Oct. 9		Tactical evolutions and maneuvers.
Do.....	Oct. 11	Oct. 16	1,201	En route for President and coal; in company with Colorado and Pennsylvania.
Off Key West, Fla.....	Oct. 20	Oct. 21	496	For President.
South Pass, La.....	Oct. 23	Oct. 27	1,434	President and coal; in company with Colorado and Pennsylvania.
Off Wolf Trap light, Chesapeake Bay.	Oct. 31	Oct. 31	97	Visiting British squadron; also with First Squadron, North Atlantic Fleet.
Annapolis, Md.....	Nov. 1	Nov. 7	308	Do.
North River, N. Y.....	Nov. 8	Nov. 20	292	Coal.
Hampton Roads, Va.....	Nov. 21	Nov. 26	9	Turning maneuvers and tactical data.
Newport News, Va.....	Nov. 26	Nov. 28	9	Drilling; turning maneuvers and tactical data.
Hampton Roads, Va.....	Nov. 28	Dec. 4		Do.
Southern drill ground.....	Dec. 4	Dec. 6		Do.
Hampton Roads, Va.....	Dec. 6	Dec. 12		Do.
Southern drill ground.....	Dec. 12	Dec. 14		Do.
Hampton Roads, Va.....	Dec. 14			Turning maneuvers and tactical data.
Do.....	1906.	1906.		
Newport News, Va.....	Jan. 2	Jan. 2	9	Preparing for winter cruise.
Hampton Roads, Va.....	Jan. 5	Jan. 17	2,244	Coaling.
Culebra, United States West Indies.	Jan. 24	Feb. 2	40	Wireless communication with dry dock Dewey.
St. Thomas, Danish West Indies.	Feb. 6	Feb. 9	176	Preliminary target practice.
St. Kitts, British West Indies.....	Feb. 10	Feb. 14	1,307	To give liberty.
Guantanamo Bay, Cuba.....	Feb. 19	Mar. 31		Search problem; wireless test with fleet.
Off Cape Cruz, Cuba.....	Apr. 1	Apr. 14	218	For record target practice.
Guantanamo Bay, Cuba.....	Apr. 15	Apr. 22	1,339	Record target practice.
Tompkinsville, N. Y.....	Apr. 25	Apr. 26	7	Preparing for trip north.
North River, N. Y.....	Apr. 26	June 2	6	En route to North River, New York, in company with Fourth Division.
Navy-yard, New York.....	June 2			Awaiting repairs; granted leave to officers and men.
				Undergoing repairs.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Wheeling				Navy-yard, Puget Sound, Wash.
Whipple , Lieut. JEHU V. CHASE, U. S. Navy, commanding. [Placed out of commission Sept. 5, 1905, at the navy-yard, Norfolk, Va. Recommissioned and placed in reserve Sept. 5, 1905, at the navy-yard, Norfolk, Va.]				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Wilkes				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Wilmington , Commander WILLIAM L. RODGERS, U. S. Navy, commanding. [Placed in commission Apr. 2, 1906, at Cavite.]	1906.	1906.		
Cavite, P. I.....		Apr. 20		
Hongkong, China.....	Apr. 23	Apr. 23		
Canton, China.....	Apr. 24			
Winslow , Lieut. EDWARD WOODS, U. S. Navy, commanding. [Commissioned Feb. 16, 1906, at the navy-yard, New York. Placed in reserve Feb. 25, 1906, at the navy-yard, Norfolk, Va.]				Attached to the Reserve Torpedo Flotilla, navy-yard, Norfolk, Va.
Wisconsin , Capt. RICHARDSON CLOVER, U. S. Navy, commanding. Relieved by Capt. FRANKLIN J. DRAKE, U. S. Navy, Dec. 14, 1905.	1905.	1905.	<i>Knots.</i>	
Cavite, P. I.....		July 1	1,100	En route with fleet for Chefoo. Engaged in maneuvers.
Woosung, China.....	July 6	July 10	551	Do.
Chefoo, China.....	July 13	July 30	167	Speed trial, July 30-31.
Do.....	July 31	Sept. 9	183	Engaged in small-arm target practice; general drills.
Taku Bar, China.....	Sept. 10	Sept. 15	183	Commander in chief and commanding officers paid official visit to Empress of China.
Chefoo, China.....	Sept. 16	Sept. 28	717	Cruising.
Oki Hato Ura, Inland Sea of Japan.	Sept. 30			
Do.....		Oct. 1	120	Cruising and visiting in Japan after termination of war.
Kobe, Japan.....	Oct. 1	Oct. 8	345	Do.
Yokohama, Japan.....	Oct. 9	Oct. 26	670	Do.
Nagasaki, Japan.....	Oct. 29	Nov. 2	820	Do.
Amoy, China.....	Nov. 5	Nov. 7	680	Do.
Cavite, P. I.....	Nov. 10	Nov. 20	12	Preparing for target practice.
Manila Bay, P. I., target range...	Nov. 20	Nov. 21	12	Do.
Cavite, P. I.....	Nov. 21	Dec. 1	12	Do.
Manila Bay, P. I., target range...	Dec. 1	Dec. 7	130	Dec. 4, 5, 6, and 7, engaged at preliminary target practice.
Cavite, P. I.....	Dec. 7	Dec. 8	630	Cruising.
Hongkong, China.....	Dec. 11	Dec. 28	630	Do.
Cavite, P. I.....	Dec. 30			
Do.....	1906.	1906.		
		Jan. 10	35	Minor repairs and general preparations for record target practice; tested compasses.
Manila, P. I.....	Jan. 10	Jan. 14	5	Entertaining British squadron at Manila.
Cavite, P. I.....	Jan. 14	Jan. 29	15	Minor repairs and general preparations for record target practice.
Target range, Manila Bay, P. I....	Jan. 20	Feb. 9	400	Underway Feb. 5, 6, 7, and 9; engaged in record target practice main and secondary batteries.
Cavite, P. I.....	Feb. 9	Feb. 19	5	Minor repairs.
Manila, P. I.....	Feb. 19	Feb. 20	705	Cruising; tested compasses.
Hongkong, China.....	Feb. 24	Mar. 4	595	Docked ship; cleaned and painted hull (in dock Feb. 25-28).
Olongapo, P. I.....	Mar. 6	Mar. 21	65	Held semiannual small-arm target practice.
Cavite, P. I.....	Mar. 21	Mar. 25	1,206	Fitted out for cruise north; cruising in company with Ohio and Concord; exercised in fleet maneuvers.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Wisconsin—Continued.	1906.	1906.	<i>Knots.</i>	
Woosung, China.....	Mar. 29	Apr. 8	810	Cruising in company with the Ohio and Concord.
Do.....				Do.
Kobe, Japan.....	Apr. 12	Apr. 16	365	Cruising in company with the Ohio, Galveston, Chattanooga, and Raleigh.
Yokohama, Japan.....	Apr. 17	June 2	1,166	Do.
Woosung, China.....	June 7	June 10	13	Special duty up the Yangtze River.
Yangtse Kiang Forts.....	June 10	June 11	124	Do.
Tai Chong Forts.....	June 11	June 12	62	Do.
Nanking, China.....	June 12	June 15	117	Do.
Kiang Shanki Pagoda.....	June 15	June 16	126	Do.
Kiukiang, China.....	June 16	June 19	191	Do.
Wuhu, China.....	June 19	June 20	52	Do.
Nanking, China.....	June 20	June 22	199	Do.
Woosung, China.....	June 22	June 27	510	Returning to fleet.
Chefoo, China.....	June 29			
Wolverine, Commander HENRY MORRELL, U. S. Navy, commanding.	1905.	1905.		
Cleveland, Ohio.....		July 1	50	Recruiting duty.
Sandusky, Ohio.....	July 1	July 4	53	Do.
Toledo, Ohio.....	July 4	July 8	55	Do.
Detroit, Mich.....	July 8	July 13	214	Do.
Bay City, Mich.....	July 14	July 17	61	Do.
Au Sable, Mich.....	July 17	do	44	Do.
Alpena, Mich.....	do	July 21	90	Do.
Cheboygan, Mich.....	July 21	July 25	67	Do.
Harbor Springs, Mich.....	July 25	July 30	54	Do.
Mackinac Island, Mich.....	July 30	July 31	81	Do.
Sault Ste. Marie, Mich.....	July 31	Aug. 4	161	Celebration anniversary opening of canal.
Harbor Springs, Mich.....	Aug. 4	Aug. 5	111	Weather-bound.
Manistee, Mich.....	Aug. 5	Aug. 9	24	Recruiting duty.
Ludington, Mich.....	Aug. 9	Aug. 13	55	Do.
Muskegon, Mich.....	Aug. 13	Aug. 17	112	Do.
Chicago, Ill.....	Aug. 17	Aug. 25	125	Do.
Sheboygan, Wis.....	Aug. 25	Aug. 29	113	Do.
Green Bay, Wis.....	Aug. 29	Sept. 3	47	Do.
Menominee, Mich.....	Sept. 3	Sept. 8	420	Do.
Detroit, Mich.....	Sept. 10	Sept. 20	151	Do.
Erie, Pa.....	Sept. 21			
Do.....	1906.	1906.		
Detroit, Mich.....	May 14	May 13	190	Erecting compass ranges.
Detour, Mich.....	May 16	May 15	284	Do.
Mackinac Island.....	May 17	May 17	40	Do.
Mackinaw City.....	May 17	May 18	8	Do.
Erie, Pa.....	May 18	May 19	495	Do.
Do.....	May 21	May 23	7	Target practice.
Do.....	May 31	June 1	40	Do.
Do.....	June 1	do	103	Recruiting duty.
Cleveland, Ohio.....	June 2	June 17	57	Do.
Sandusky, Ohio.....	June 17	June 24	57	Do.
Toledo, Ohio.....	June 24			Do.
Wompatuck (tug), Boatswain HERMAN P. RAHBUSCH, U. S. Navy, commanding.				At the naval station, Cavite, P. I.
Worden, Lieut. BENJAMIN B. McCORMICK, U. S. Navy, commanding. Relieved by Lieut. VICTOR S. HOUSTON, U. S. Navy, Dec. 24, 1905.				Attached to the Second Torpedo Flotilla, U. S. Atlantic Fleet.
Wyoming, Capt. JOHN E. ROLLER, retired, U. S. Navy, commanding.				
[Placed out of commission August 29, 1905, at the navy-yard, Mare Island, Cal.]				
At sea.....	1905.	1905.		
Acajutla, San Salvador.....	July 2	July 1	329	Cruising.
Port Harford, Cal.....	July 19	July 4	671	Do.
Mare Island, Cal.....	July 30	July 29	225	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Yankee, Commander EDWARD F. QUALTROUGH, U. S. Navy, commanding. Relieved by Commander WILLIAM H. H. SOUTHERLAND, U. S. Navy, Dec. 13, 1905.				
	1905.	1905.	<i>Knots.</i>	
Guantanamo Bay, Cuba.....	.....	July 2	220	Landed marines for drill; received stores.
Monte Cristi, Santo Domingo....	July 3	July 12	320	Rendezvous of squadron.
San Juan, P. R.....	July 14	July 16	320	Stores and money for squadron.
Monte Cristi, Santo Domingo....	July 17	July 20	1,265	Rendezvous of squadron.
Tompkinsville, N. Y.....	July 24	July 25	5	
Navy-yard, Brooklyn.....	July 25	Aug. 4	1,270	Dock ship; minor repairs; received stores and meat.
Monte Cristi, Santo Domingo....	Aug. 9	Aug. 9	220	Transferred stores to Castine.
Guantanamo Bay, Cuba.....	Aug. 10	Aug. 19	220	Rendezvous of squadron.
Monte Cristi, Santo Domingo....	Aug. 20	.....	.....	Protecting American interests.
Do.....	.....	Oct. 17	379	Protecting custom-house and Americans.
Kingston, Jamaica.....	Oct. 19	Nov. 3	184	Liberty, stores, and officers to Denver.
Guantanamo Bay.....	Nov. 4	Nov. 5	220	215 tons coal received, stores, etc.
Monte Cristi, Santo Domingo....	Nov. 6	Dec. 25	68	Received and transferred stores; American interests.
Puerto Plata, Santo Domingo....	Dec. 25	.....do....	68	Protecting American interests.
Monte Cristi, Santo Domingo....	Dec. 26	Dec. 31	68	Do.
Puerto Plata, Santo Domingo....	Dec. 31	.....	.....	Do.
Do.....	1906.	1906.	.....	.....
Do.....	.....	Jan. 12	68	Do.
Monte Cristi, Santo Domingo....	Jan. 13	Feb. 8	220	Do.
Guantanamo Bay, Cuba.....	Feb. 9	Feb. 14	50	Meet army transport Sumner.
Santiago, Cuba.....	Feb. 14	Feb. 16	50	Dedication of San Juan Hill.
Guantanamo Bay, Cuba.....	Feb. 16	.....do....	220	Exchange pay officers.
Monte Cristi, Santo Domingo....	Feb. 17	Mar. 4	220	Protection of American interests.
Guantanamo Bay, Cuba.....	Mar. 5	Mar. 17	220	Report to commander in chief.
Monte Cristi, Santo Domingo....	Mar. 18	.....	.....	.....
Do.....	.....	Apr. 10	379	Protecting American interests.
Kingston, Jamaica.....	Apr. 12	Apr. 17	379	General liberty.
Monte Cristi.....	Apr. 19	.....	.....	.....
Yankton, Lieut. WALTER R. GHERARDI, U. S. Navy, commanding.				
	1905.	1905.		
Navy-yard, New York.....	.....	Oct. 12	257	Tender to flagship.
Hampton Roads, Va.....	Oct. 13	Oct. 29	129	Do.
Annapolis, Md.....	Oct. 30	Nov. 7	354	Do.
New York, N. Y.....	Nov. 8	Nov. 19	282	Do.
Navy-yard, Boston, Mass.....	Nov. 20	.....	.....	.....
Do.....	1906.	1906.		
Boston, Mass.....	.....	Jan. 3	122	Tender to flagship Maine.
Menemsha Bight, Vineyard Sound	Jan. 3	Jan. 5	397	Do.
Hampton Roads, Va.....	Jan. 7	Jan. 17	1,250	Do.
Culebra, Virgin Island.....	Jan. 22	Jan. 23	50	Do.
San Juan, Porto Rico.....	Jan. 23	Jan. 25	50	Do.
Culebra, Virgin Island.....	Jan. 25	Jan. 28	35	Do.
St. Thomas, Danish West Indies..	Jan. 28	.....do....	35	Do.
Culebra, Virgin Island.....	.....do....	Jan. 29	50	Do.
San Juan, P. R.....	Jan. 29	Feb. 1	50	Do.
Culebra, Virgin Island.....	Feb. 1	Feb. 3	25	Do.
St. Thomas, Danish West Indies..	Feb. 3	.....do....	25	Do.
Culebra, Virgin Island.....	.....do....	Feb. 5	50	Do.
San Juan, P. R.....	Feb. 5	.....do....	50	Do.
Culebra, Virgin Island.....	.....do....	Feb. 6	515	Do.
Port of Spain, Trinidad, British West Indies.	Feb. 8	Feb. 10	20	Do.
Pitch Lake, Trinidad, British West Indies.	Feb. 10	.....do....	20	Do.
Port of Spain, Trinidad, British West Indies.	.....do....	.....do....	515	Do.
Culebra, Virgin Island.....	Feb. 12	Feb. 12	50	
San Juan, P. R.....	.....do....	Feb. 17	640	Do.
Kingston, Jamaica.....	Feb. 20	Feb. 20	185	Do.
Guantanamo Bay, Cuba.....	Feb. 21	Feb. 24	180	Do.
Target Grounds, Cape Cruz Bay, Cuba.	Feb. 25	Feb. 25	180	Do.
Guantanamo Bay, Cuba.....	Feb. 26	Mar. 4	47	Do.
Santiago de Cuba.....	Mar. 4	.....do....	47	Do.
Guantanamo Bay, Cuba.....	.....do....	Mar. 11	47	Do.

Movements of vessels—Continued.

Name of vessel and port visited.	Date of arrival.	Date of departure.	Distance steamed	Remarks.
Yankton—Continued.	1906.	1906.	Knots.	
Santiago de Cuba.....	Mar. 11	Mar. 11	47	Tender to flagship Maine.
Guantanamo Bay, Cuba.....	do.	Mar. 12	145	Do.
Port Antonio, Jamaica.....	Mar. 13	Mar. 15	145	Do.
Guantanamo Bay, Cuba.....	Mar. 16	Mar. 28	180	Do.
Target grounds, Cape Cruz, Cuba.	Mar. 29			
Do.....		Apr. 5	180	Do.
Guantanamo Bay, Cuba.....	Apr. 6	Apr. 6	180	Do.
Target grounds, Cape Cruz, Cuba.	Apr. 7	Apr. 8	45	Do.
Manzanillo, Cuba.....	Apr. 8	Apr. 9	45	Do.
Target grounds, Cape Cruz, Cuba.	Apr. 9	Apr. 15	180	Do.
Guantanamo Bay, Cuba.....	Apr. 16	Apr. 17	180	Do.
Target grounds, Cape Cruz, Cuba.	Apr. 18	Apr. 18	180	Do.
Guantanamo Bay, Cuba.....	Apr. 19	Apr. 22	180	
Target grounds, Cape Cruz, Cuba.	Apr. 23	Apr. 23	180	Do.
Guantanamo Bay, Cuba.....	Apr. 24	Apr. 26	1,295	Do.
New York, N. Y.....	May 1	June 3	30	Do.
Hempstead Bay, N. Y.....	June 3	June 4	127	Do.
Vineyard Haven, Mass.....	June 4	June 5	133	Do.
Rockport, Mass.....	June 5	June 9	75	Do.
Off Pollock Rip Shoals.....	June 9	June 10	185	Do.
Off Great Captain Island, Long Island Sound.	June 10	June 11	25	Do.
Navy-yard, New York.....	June 11	June 26	5	Repairs.
North River, N. Y.....	June 26			
Yantic.....				Loaned to the naval militia, Michigan.
Yorktown.....				At the navy-yard, Mare Island, Cal.

APPENDIX B.

U. S. S. GLACIER, 3D RATE,
Cavite, P. I., July 11, 1906.

SIR: In accordance with special instructions, and in compliance with the requirements of article 280, paragraph (h), Navy Regulations, I have the honor to submit in duplicate the following report concerning the towing of the floating dry dock *Dewey* from Solomons, Md., to Olongapo, Subig Bay, Philippine Islands, by a special squadron, which was placed under my command on December 11, 1905, and, as the dock reached its journey's end so soon after the end of the fiscal year, this report is made to cover the time up to the date of the dock's arrival at its final destination.

On October 20, 1905, the *Glacier* and the naval colliers *Brutus*, Capt. E. W. Henricks, and *Cæsar*, Capt. J. S. Hutchinson, were designated by the Department as the towing vessels; and Capt. J. D. Wood was appointed sailing master of the dock itself. On December 7, 1905, the tug *Potomac* was added to the squadron, and Lieut. A. M. Procter, U. S. Navy, was ordered as her commanding officer.

When assigned to duty in the towing squadron, the *Glacier* was at the navy-yard, Boston, having recently been commissioned as a supply ship for the Atlantic Fleet; the *Cæsar* was in ordinary at the navy-yard, Norfolk, where she was commissioned on November 4; the *Potomac* was also at that yard, and the *Brutus* arrived there on October 25. The *Dewey* had been launched at the Maryland Steel Company's Works at Sparrows Point, near Baltimore, on June 10, 1905, and was immediately towed to an anchorage off Solomons, Md., near the mouth of the Patuxent River, Chesapeake Bay, where it underwent its official tests of docking the armored cruiser *Colorado* on June 23, and the battle ship *Iowa* on June 27, 1905. After successfully undergoing these tests, the dock was subjected to the self-docking trial. This work commenced on July 15, and was brought to a satisfactory conclusion on August 4, 1905.

The work of preparing the towing vessels and the dock was soon started; the installation of a No. 5 towing machine of the American Ship Windlass Company's type on each of the towing vessels was commenced as early as the machines could be obtained. Much work was necessary in the way of stiffening and supporting the decks, and otherwise preparing beds and platforms for the machines; additional bitts were put in; the rails about the sterns of vessels were built up solid; the hand-steering gear on the colliers was lowered; and the *Glacier* was fitted with three arched athwartship guards for the purpose of keeping the towline above two deck houses and the hand-steering gear aft. There was a great deal to be done on the dock itself to make it ready for its long trip, for, while the dock had been expressly constructed for service in the Philippines, there was nothing in its design or fittings that was at all different from a dock designed for service on the site of its construction. It was found to be fitted with eight mushroom anchors of 4,000 pounds each, and each anchor was supplied with 45 fathoms of 2-inch chain; there were no cranes for handling these anchors; there was a swing bridge

at only one end of the dock, and nothing had been provided in the way of the outfit necessary to equip the dock for its journey.

This work was at once taken up vigorously by my predecessor on the *Glacier*, Commander W. F. Fullam, U. S. Navy. Four 9,000-pound Dunn anchors with 120 fathoms of 2½-inch chain for each were sent to the dock by the collier *Hannibal* from the navy-yard, Boston. At the same time the windlass from the cruiser *New York* was sent down and installed in center of dock, chain lockers being fitted underneath its bed and billboards fitted for the anchors—two at each end—the chains leading along on top of pontoon deck; a trestle bridge was built at after end of dock, fitted with a derrick for handling weights; extra bitts were put in; 50 large ringbolts for use as leads for tackles and for securing chains were put in deck; keel and bilge blocks were removed from end pontoons, smoke-stack guys were reenforced; additional boats with necessary davits were provided; a mast for wireless and Ardois signal systems was installed; search and side lights were put in place and the necessary electric connections made; bulkheads for coal bins, storeroom and ice box were put up; two extra staterooms were bulkheaded off and fitted; and in addition all the necessary articles of outfit, such as compasses, chronometers, sextants, charts, leads, flags, books, rockets, spy-glasses, signal lights, lamps, etc., in the way of aids of navigation were gotten together, as well as the necessary coal, water, provisions, oil, life-preservers and cordage. The work at the dock was under the supervision of Civil Engineer L. M. Cox, assisted by Chief Boatswain Phillip Mullen, U. S. Navy, until the *Glacier* arrived there on December 15, 1905.

In the duty of preparing and assembling the necessary towing gear and other material of kindred nature, Commander Fullam was assisted by Chief Boatswain William Anderson, U. S. Navy, on duty at the rigging loft in the New York Navy-Yard. This officer subsequently superintended the distribution of the outfit to the various vessels after they were all assembled at Solomons. There were provided for use four bridles of 2½-inch chain, each leg being 45 fathoms in length; twelve 15-inch manila hawsers of 200 fathoms each—of these five were fitted as spans by splicing the ends together and clapping on seizings every 2 fathoms, thimbles being put in each end—and twelve 6½-inch wire hawsers of 200 fathoms each for use with the towing machines. As a part of the towing outfit there were provided a large number of towing thimbles, shackles, pelican hooks, and turn-buckles. All this ironwork was manufactured and tested at the Boston Navy-Yard and placed on board the *Glacier*, with the exception of the towing thimbles, which were sent on to New York to be put in place in the towing hawsers and spans. A large supply of material was prepared at the rigging loft in the New York Navy-Yard. This consisted mainly of jacob's ladders, chafing mats, bale fenders, hook ropes, deck tackles, straps, jiggers, heaving lines, cork fenders, stoppers, 6 and 8 inch hawsers; 2, 3, and 4 inch manila, 2-inch hemp, and a large quantity of small and seizing stuff. In addition there were provided a lot of cork buoys for use in floating lines, a lot of old canvas, and a box of tools for each ship for use in cutting and splicing wire and unshackling chain. The blocks requisite for the deck tackles and jiggers, as well as a large number of snatch blocks, up to a specially designed metal block capable of

taking a 15-inch rope doubled, were manufactured by the construction department at the New York Navy-Yard.

The work of installation and alteration and fitting of towing machines went on at the navy-yards as above mentioned. At the Boston Navy-Yard, the work on the *Glacier* was completed on December 2, and the vessel left for the navy-yard, New York, on the following day, in command of the executive officer, Lieut. Commander F. M. Bennett, U. S. Navy, arriving there on December 5. While at this yard changes were made in towing arches, and the ship took on all the special towing outfit for the squadron, filled up bunkers with coal, and took on frozen meat and other stores, also a Lyle gun and necessary lines for each of the towing vessels and the dock. While fitting out at Boston coal had been taken in the forward refrigerating room and in holds Nos. 3 and 4 to the amount of 1,918 tons, of which 878 tons were in bags. On December 11, I reported for the command, and on December 13 the ship left for Solomons, where she arrived on December 15. At the Norfolk yard work was finished on the colliers on December 5, on which date they left the yard, the *Brutus* going to Newport News, where she filled up with coal, and left for Solomons on the 13th, arriving there the same day; the *Cæsar* proceeded to Bradford, filled up with coal there, and then went to Solomons, where she arrived December 14. The *Potomac* left the yard on December 14 and arrived at Solomons on December 15.

The dock was far from being ready to proceed. The necessary work was pushed as rapidly as possible, but was much delayed by bad weather and the Christmas holidays. The work of distribution of the special outfit of hawsers, chains, blocks, fenders, etc., was soon accomplished. The task of coaling the dock was done by the colliers and their crews. The outfit of stores was made up, and final changes made in crews. While at Solomons the collier *Lebanon* joined the squadron, and all vessels filled up completely with coal. The keel blocks from end sections of dock were put in the spaces between overhanging side walls of main section and the side walls of end sections and wedged in to prevent lateral movement of the sections and relieve strain on fastenings. The power of dynamo on dock being found inadequate, an additional dynamo originally intended for the tug *Choctaw* was installed. While at Solomons the torpedo boats *Stringham* and *Talbot*, from Annapolis, were in attendance for service as required.

At Solomons the dock had been moored with the eight mushroom anchors. The work of lifting these was commenced on the 26th of December and finished on the 27th, the dock then riding by one 9,000-pound anchor at each end. While many important, though not vital, items were still unfinished, all was reported ready, and on the 28th of December, during the forenoon, the *Brutus* and *Cæsar* anchored in position for running their towlines. This was done in the early afternoon, the *Brutus's* towing hawser being shackled to one of the 15-inch manila spans, this in turn was shackled to another, which was shackled to the towing bridle at the forward end of dock. The *Cæsar's* towing hawser was shackled to a double 15-inch manila span, which was secured to the bow of the *Brutus* by a slip chain of 2½-inch wire. The *Potomac* took a line from the *Cæsar's* bow to assist in turning, as, the tide being ebb, it was necessary to make a short turn. At 2.30 the dock's forward anchor was broken out, the towing vessels

started ahead and, slowly turning to port, the dock was spun around and pointed out of the Patuxent, and at 4.20 rounded Cedar Point and was fairly underway on its long journey. The collier *Lebanon*, tug *Mohawk*, and torpedo boat *Stringham* were present in addition to the *Glacier*. On reaching Chesapeake Bay the *Lebanon* and *Stringham* parted company with squadron, the former going to Norfolk and the latter to Annapolis.

Our experiences at sea, daily runs, noon positions, weather, etc., have been reported in detail from time to time as opportunity offered, and this report will consequently be somewhat general in respect to such matters. We were clear of the capes of the Chesapeake at 10.30 p. m. on the 29th, having encountered fog in the bay, and shaped a course across the Gulf Stream, gradually working to southward until reaching the parallel 28°, when we headed to the eastward. The *Potomac* was sent in to Bermuda for coal while passing in that vicinity. We encountered the usual variable Atlantic weather in the month of January for the first twenty-five days, when we ran into a succession of moderate gales from the eastward. The northeast trades, with accompanying swells, were met very much sooner than was to be expected, and our progress was slow after January 24. Unfortunately, the fastenings between the various sections of the dock had shown signs of considerable weakness after we had passed through some of the heavy weather encountered. This necessitated keeping the dock well sunk, to lessen the motion, and this tended to reduce our speed. The condition of the dock itself, taken in connection with the fact that the dock was getting somewhat short of water and coal on account of our prolonged passage, led me to shape a course for Las Palmas, in the Canaries, where we arrived on February 23, the *Potomac* having preceded us by four days.

The principal items of interest during the trip across the Atlantic were the getting in touch by wireless with the Atlantic Fleet through a chain of vessels sent out by the Commander in Chief, the vessel nearest to us being the *Maryland*; the breaking away of the dock, which occurred three times—once on the 12th of January, when the *Brutus's* wire line parted, and the dock was adrift fifteen hours; again on the 25th of January, when the *Brutus's* wire line and towing machine carried away, and the dock was adrift twenty-five hours; and once more on the 29th, when the chain span at *Brutus's* stern carried away and the dock was adrift thirty-four hours; and the coaling of the *Potomac* by this ship under very unfavorable conditions.

We remained at Las Palmas until March 17, during which time a great deal of work was done to strengthen the dock in such localities as had developed weakness. The towing vessels filled up with coal and water and refitted their towing gear. The *Tacoma* arrived on the 2d of March, bringing needed spare parts for towing machines, and left on the 7th.

Our run to Port Said was a very satisfactory one, the weather for the most part being favorable. The *Potomac* left the squadron temporarily, and touched at Gibraltar and Malta with mails and dispatches and replenished with coal. During our passage of the Mediterranean the dock was adrift twice, once during an east-south-east gale on April 8, when the shackle on bridle parted and the dock was adrift for twenty-three hours; and again on the 11th of April,

when, during very moderate weather, the double 15-inch span between the *Brutus* and dock carried away, causing but little delay, as the weather was fine and dock did not drift much. During the prevalence of the gale of April 8 we got in wireless touch with the U. S. S. *Brooklyn*, flagship of Admiral Sigsbee, which vessel joined us during the afternoon of the 9th and remained in company until about noon on the 10th. The *Tacoma* joined us on the afternoon of the 9th and remained with us until April 16, when she went on to Port Said to arrange for the reception of the dock, where we arrived April 18.

Owing to a misapprehension on the part of the canal authorities, the two special sidings in the canal, which had been prepared for the passage of the dock, were but 6 feet deep, and as the dock's least draft was 7 feet 8 inches, it was necessary to delay entering the canal until the necessary dredging had been accomplished. The towing vessels filled up with coal, water, and other supplies, and went on to Suez to await the *Dewey*. During our stay we received additional spare parts of towing machines and three 8-inch steel towing hawsers for use instead of the 6½-inch wires, which had been giving us trouble. These were fitted in place on the *Brutus* and *Cæsar* while at the Isthmus, the spare hawsers being carried by the *Brutus*.

Everything being in readiness, the *Dewey* started through the canal at 7 a. m. on April 27, being in tow of the company's tugs *Titan* and *Vigilant*, hooked up tandem ahead, and the *Potomac* was placed astern of the dock with her nose hove up tight against a fender, thus acting as a rudder and very materially increasing the speed. Four stops were made—one at kilometer 24 and one at kilometer 54, when the dock was hauled into special sidings and tied up to allow the passage of steamers. The other stops were made at Ismailia and at south end of Great Bitter Lake, where the dock was anchored. The dock left the canal and anchored off Suez at 6 p. m. May 1, thus occupying four days and eleven hours in the passage. The weather was decidedly unfavorable for the transit of dock, an unusually high easterly wind prevailing nearly all the time the dock was in the canal. This caused considerable delay at kilometer 54. The passage of the dock was a source of constant attention and anxiety on the part of the managing officials of the canal, and they were very much pleased that the trip was made so successfully and with so little interruption to the general traffic of the canal.

At Suez we made a change in the towing arrangement, substituting 7 shots, or 105 fathoms, of 2½-inch chain for the double 15-inch manila span between the *Brutus* and the *Dewey*; this, taken in connection with the 8-inch wire towlines installed on towing machines of the colliers, a new 6½-inch wire on the *Glacier* and new double 15-inch manila spans for the *Cæsar* and *Glacier*, gave us a much more reliable towline than we had been using; and as there was every reason for thinking we would encounter the southwest monsoon and its attendant heavy sea before reaching Singapore, the increased confidence in our gear was a source of great comfort. All preparations were completed on the 3d of May, and at 6 in the afternoon we got underway and proceeded; after getting the dock outside Suez Roads, the *Potomac* parted company with the squadron and returned to Suez en route to the United States, as it was not considered advisable to take her on the trip across the Indian Ocean at that season of the year.

Our run from Suez to Singapore was a most satisfactory one in every way; the southwest monsoon was not encountered in any great strength until near the Malacca Straits. We had a moderate breeze and sea from the southward and westward most of the time after passing Socotra, but as this was abaft the beam we made good progress. The weather was for the most part fine, although during the latter part we had frequent rain squalls of more or less intensity. The temperature was high, particularly in the Red Sea; this was hard on the men of the engineer's force, but they stood the long, arduous run in warm climates surprisingly well. On June 5, when off south end of Ceylon the *Glacier* cast off and ran into Colombo to exchange mails and fill up with coal, arriving there on the same day, leaving on the afternoon of the 6th, and taking hold of towline again on the morning of the 7th. Shortly after 1 o'clock on the morning of June 21, when in Singapore Outer Roads, the *Glacier* had cast off, and the dock in tow of the colliers had just turned to the northward toward the anchorage with the idea of waiting for daylight before going in, when we encountered an exceptionally heavy tide rip, which threw the tow into some confusion, and on straightening out, the heavy shackle between the bridle and the chain span split open. A $4\frac{1}{2}$ -knot tide was setting to the eastward at the time; finding the dock in 50 fathoms water we let her drift awhile, and, on reaching 25 fathoms, anchored with two 4,000-pound mushrooms connected by 15 fathoms 2-inch chain, veering 180 fathoms on $6\frac{1}{4}$ -inch wire hawser; this held the dock perfectly. Shortly after daylight the dock was taken in tow by the *Cæsar* and towed to an anchorage in the inner roads off Singapore. On arrival, we found awaiting us the tug *Wompatuck*.

We remained in Singapore one week, the towing vessels filled up with coal and water, cleaned and refilled their boilers, and made all preparations for the next and last run. The crews were given a much-desired and well-deserved liberty on shore.

On the afternoon of the 28th of June the dock was taken in tow by the *Cæsar* and *Brutus* and left its anchorage at 2.45. The arrangement of towing gear was the same as on leaving Suez, except the shortening of chain span to 90 fathoms. On getting outside, and after getting towlines lengthened and secured for deep water, the *Glacier* took hold ahead at 4.30. On passing Horsburg the tug *Wompatuck* was directed to make the best of her way to Cavite via Palawan Passage, as her coal capacity is somewhat limited, and in case of bad weather she might easily have proved to be a source of trouble and anxiety. The towing squadron took the outside or main passage and had a very satisfactory though exceedingly wet and disagreeable passage until reaching latitude 11° , when we ran out of the succession of showers with which we had been deluged since getting started north.

After getting clear of the wet weather we experienced pleasant weather with moderate breezes from the southward, shifting to northward and eastward on approaching the Philippines at noon on the 9th. We got in wireless touch with the naval station at Cavite at a distance of about 120 miles, and received the welcome news that no storm was imminent; this was particularly cheering, as our barometer had been quite irregular. We made Subig Bay light at 12.30 a. m. on July 10, and after shortening in our hawsers at daylight entered port; at 8.55 a. m. the *Dewey* was anchored off Olongapo near the place where she is to be permanently moored. A very pleasant occurrence was the

falling in with the flagship *Ohio* off the port at about 2 a. m. After exchanging numbers and other signals, the *Ohio* led us into port, and gave us a very cordial and noisy welcome. Shortly before noon the dock was delivered to Rear-Admiral Train, the Commander in Chief of the Asiatic Fleet, and the duties of the towing squadron were practically at an end.

THE GENERAL EFFICIENCY OF SHIPS.

The general condition of the ships is excellent, but owing to the long period of time that has elapsed since last docked they are very foul. As the progress through the water has been at a very slow rate, the rapidity with which the marine growth has increased has been unusual. After docking and cleaning and painting the bottoms, giving the boilers a thorough cleaning, and doing such overhauling of the engines as are well within the capacity of the enlisted force, and making a few minor repairs rendered necessary by long service underway, the vessels will be ready for any duty. The boilers and machinery of the towing vessels have been subjected to very long and continuous operation, and the occasions when it has been necessary to slow down or stop on account of motive power have been very rare; this condition of the machinery is very creditable to those in charge on the different vessels. The dock itself will need to be self-docked and put in condition by scaling and painting; rust has formed to considerable extent in many places. The existence of marine growth on the towing vessels and the dock itself has been quite manifest during the latter part of our voyage, the speed attained being noticeably less than at the beginning of the voyage on the same power being exerted on the tow lines.

TOWING MACHINES.

The towing machines, though large and powerful, proved unequal to the task of resisting the great strains that were put upon them by the heavy midwinter weather of the Atlantic Ocean. On January 4, when only a week out, the *Cæsar's* machine was disabled by several teeth being torn out of the drum gear and the pinion shaft lifted out of its bearings. A moderate gale with heavy sea prevailed at the time and the *Cæsar* and *Brutus* were the only vessels towing, the *Cæsar* being ahead of the *Brutus*, both vessels bowing the seas and barely keeping steerage way. The towline was with much difficulty bitted abaft the machine and was habitually kept bitted thereafter. January 25, in a heavy sea, with fresh to strong gales, the machine on the *Brutus* was completely wrecked, the drum gear being stripped, the pinion shaft lifted out of its bearings and bent, connecting rods bent, etc. In response to warnings from the *Brutus* that her towing engine was being distressed, the *Glacier* had cast off a few hours before the accident and only the two colliers were attached to the dock, facing the weather and making no progress, the same as in the former case.

After this accident the *Brutus* followed the example of the *Cæsar* and kept her wire towline always bitted. The *Glacier* always towed ahead and her machine consequently had less strain upon it than fell upon the others. Nevertheless it was often necessary to reduce the

engine speed to save the towing machine from destruction, and a number of teeth in its drum gear were chipped or broken, always on the same edge. This because the teeth (cast iron) were slightly tapered just as the pattern was made to draw out of the sand in molding, and therefore engaged on one side only with the driving pinion. This was a serious defect with the machines on all the vessels and should have been guarded against by machining the teeth parallel, or by making the gears of bronze or cast steel.

THE DOCK AND ITS TOWING QUALITIES.

The dock has proved to be a most unwieldy craft to handle under all circumstances. Experience has shown that the best speed has been attained when the dock was kept pumped as dry as possible, drawing the same amounts at both ends; this draft has usually been 7 feet 6 inches. We have tried towing with a greater draft aft than forward with the idea of making the dock follow better, but found no great improvement in that respect, and materially decreased the speed. In a seaway, or when there was a very fresh breeze blowing, it was found best to sink the dock a few feet to decrease its motion, which tended to loosen the fastenings between sections.

The dock's displacement when empty is about 12,000 tons, and as every foot she is sunk increased that displacement by about 1,700 tons we have kept the dock light whenever possible, as towing 5,000 or 6,000 tons of water around is expensive, both in cost of coal and time. Our experiences have shown that the usual formulæ of Froude and others concerning the relations existing between displacement, speed, and resistance must not be taken too radically when dealing with three-piece dry docks—the resistance certainly increases in a ratio much greater than the cube of the speed. The speed of flotilla is naturally much greater when the towing vessels are well filled with coal and water, thus giving the best towing effort to propellers. Unless the wind is well ahead or very light, the dock takes up a position on one quarter of the *Brutus*, the vessel towing next the dock, even with a comparatively light breeze aft, the dock finds its way on one quarter or the other, and there it stays. The angle of divergence of the dock's head from that of the course steered by the towing vessels varies, of course, with the force and direction of the wind, and at times with the current; the angle is usually between 5° and 10° , frequently as much as 25° and on many occasions we have towed for days at a time when the angle was over 35° , reaching in extreme circumstances 45° . This, of course, necessitates the *Brutus* keeping her helm to windward all the time, the dock pulling hard on her lee quarter. As can easily be seen, this makes it somewhat difficult to know just what course to lay in order to make good any specified course. We have at times made over 25° leeway. The currents sweep the dock around most surprisingly; this is best seen in close waters, and has been a source of much anxiety.

When at anchor the dock has been kept sunk about 5 feet to lessen the surface exposed to the wind and give better hold on water. The tendency of dock is to swing broadside to the wind, and when adrift has always taken that position; under such circumstances with strong wind abeam and in the trough of a heavy sea the maximum roll has been but 7° each way. At times the dock has pitched considerably,

but the actual amount has not been determined. Since leaving Las Palmas, we have had but little trouble with loose rivets. The bolt connections work loose from time to time in heavy weather, but by frequent inspections and setting up on them no harm arises. In very bad weather the seas have boarded the dock at the weather end to a depth of 4 or 5 feet solid, but would soon flatten out and run off, the keel blocks acting as a kind of breakwater. Spray has been plentiful at all times, and the pontoon deck has usually been wet in consequence. This leads to much rust. The *Dewey* has been a source of great interest during our trip; this has been manifested at sea by the many signals which have been made to us expressing hopes for good luck and successful passage; and in port by the many thousands of visitors of all classes that have visited the dock.

Seafaring men, both of the navies and merchant marine of all countries, shipbuilders, dock-yard officials, and engineers in all branches of the profession have displayed the utmost interest in the dock and its voyage. At Las Palmas we were in company with the British training ship *Isis*, having on board a large number of naval cadets out on their annual cruise; the young gentlemen visited the dock in company with their instructors and were shown all around and listened intently to all information concerning it that was imparted by the guides detailed for the purpose. The dock has proved to be a source of much trouble while lying at anchor—the single anchors are not heavy enough to hold her, and fouling the chains with more than one anchor down would be almost fatal, as they would be well under water. The dock dragged two anchors at Suez and at Singapore.

HEALTH.

The health of the command has been excellent, notwithstanding the peculiar nature of the service on which we have been engaged, the general deprivation of shore leave, and the depressing climatic conditions of the past three months. The physical condition of the personnel has, however, been slowly deteriorating, being particularly apparent in the fire-room force, due to continuous steaming at full speed without the relaxation of a rest in port to recuperate. It is to be hoped that all the vessels will be sent north soon to give the officers and men a chance for liberty and rest, as the climate of the Philippines at this, the rainy season of the year, will not benefit materially those who are physically deteriorated.

Accidents have been numerous. The only serious one being the compound fracture of both bones of a leg, in the case of one of the Chinese seamen on board the *Cæsar*. This occurred March 23, and the patient is still under treatment on board the *Glacier*. There have been four deaths among the Chinese crews of the colliers, due to beriberi. All were chronic cases of long standing. The burials took place at sea. The sanitary conditions of the *Glacier*, *Brutus*, and *Cæsar* have been excellent; that of the dock has at times been unsatisfactory. The evaporator installed on the dock has not been of much use. Like all other auxiliaries on board, it is run high pressure, and the result is that it usually takes more water to supply the evaporator than is turned out by the distiller. Where practicable the discharge steam from auxiliaries has been led into tanks and allowed to condense.

ATHLETICS.

There has been but little chance for anything in this way. At Las Palmas and Port Said a few games of baseball were played with the men from the *Potomac*. On board ship we have had considerable boxing and club swinging in addition to the physical exercises which have been carried on when possible.

WIRELESS TELEGRAPHY.

The installation of the wireless telegraph outfits on the towing vessels and dock has proved most beneficial. We have made constant use of the systems, particularly when the dock has been adrift, when making preparation for entering port, and when the *Glacier* has been separated from the remainder of the squadron. As previously noted, we were in wireless touch with the *Maryland* while on the Atlantic, the distance being from 200 to 250 miles; at the same time we could communicate with the *West Virginia*, about 200 miles farther to the westward. During the height of a gale in the Mediterranean we were in communication with the *Brooklyn* at a distance of about 180 miles. At the same time we received a very pleasant offer of assistance from the British cruiser *Sutlej*, they having overheard us report the dock's breaking adrift to the *Brooklyn*. Happily there was nothing to be done that we could not do ourselves, but the kind offer coming as it did when the outlook was anything but cheerful was none the less appreciated.

On approaching Olongapo, we got in touch with the Cavite naval station at noon July 9, at a distance of about 120 miles. As we had been observing signs of an approaching storm, the reception of the weather report for a continuance of favorable weather was most reassuring. It is to be hoped that before long there will be established an outlying station fitted with the best of appliances and outfit; such a station would be of great benefit to vessels approaching the Philippines in the typhoon season, by giving them the benefit of the most excellent reports from the Manila Observatory, and a complete knowledge of the whereabouts, track, and rate of progress of storms in those waters. Our longest distance for receiving and sending messages has been 1,369 miles with the commercial station at Cape Hatteras. On the occasions of the *Potomac* being sent in with the mails, etc., we were able to keep well in touch with her through the kindness of the officers of the steamship *Bermudian* at Bermuda, and the courtesy of the British naval authorities at Gibraltar and Malta.

USE OF OIL TO CALM THE SEA.

On fitting out, a large quantity of oil was taken on board the towing vessels and the dock for the purpose of breaking the seas in heavy weather. The oil unfortunately was mineral oil, which does not give as good results as the heavier animal and vegetable oils. The oil was used freely and with excellent results. When towing head to wind and sea, the towing vessels distributed the oil and thus lessened the amount of water breaking on board the dock; it did not, however, lessen the force of the seas on impact and render the parting of the towing gear less likely to occur.

On the occasion of the breaking away of the dock, when the towing vessels were engaged in getting in their towing spans, ready for rerunning, lying often for three or four hours in the trough of the sea, the oil was found to be of great benefit.

In case of a drifting dock, the towing vessels kept within signal distance by alternately steaming to windward and drifting to leeward with the sea; at these times the oil made a very appreciable improvement in making the necessary turns, and when drifting to leeward with wind and sea well aft.

A track chart showing the noon positions of the dock during the trip is forwarded in a separate inclosure.

A table follows giving the information required by the Navy Regulations in reports of this character.

Following is shown briefly the rate of progress:

Passages.	Miles made good.	Time corrected for longitude.	Daily average.
		<i>Dys. hrs.</i>	<i>Miles.</i>
Solomons to Las Palmas.....	3,844	56 22	67.56
Las Palmas to Port Said.....	2,849	32 0	89.03
Port Said to Suez, while underway.....	87	1 11½	58.78
Suez to Singapore.....	4,992	48 7	103.38
Singapore to Olongapo.....	1,317	11 17	112.47
Total and general average.....	13,089	150 94	87.03

The best day's run was 152 miles, which was made on June 9, while crossing the Bay of Bengal, with a quartering wind and sea and a strong favoring current.

The smallest day's run with dock in tow was on February 5 on the Atlantic; the dock went 24 miles due west, while the towing vessels with tow lines intact steamed slowly on the course east by south.

CONCLUSION.

I can not bring this report to a close without calling attention to the good and faithful work of all those with whom I have been associated in our efforts to get the dock to its destination. With a comparatively few exceptions amongst the crews of the *Glacier*, *Potomac*, and *Dewey*, I have nothing but praise for the personnel of the expedition; officers and men have done their best, which was excellent. While all, with the few exceptions noted, did most creditable work, the special conditions under which they are serving constitutes my excuse for specially mentioning some of the officers serving on the other vessels. My thanks are particularly due to the commanding officers of the *Cæsar* and *Brutus* for their cordial support, courage, resourcefulness, and dogged determination; with their hearty "Aye, aye, sir," and their seamanlike manner of handling their vessels under all circumstances, our difficulties were rendered much lighter.

The sailing master of the dock had a very unusual and difficult position to fill, and did it successfully under very trying circumstances.

The excellent working of the machines of the towing vessels is evidence in itself of the faithful work and attention to duty of those in charge; while detracting nothing from others, I take pleasure

in stating that we were not called upon to slow or stop for one instant on account of any derangement of the motive power or boilers of the *Brutus*.

The first officers of the colliers, coming much under my observation, have impressed me most favorably in their work and attention to duty. I sincerely recommend them to the favorable consideration of the Department as well qualified and most deserving men whose names should appear amongst those of collier captains should additional appointments be made. The other officers have not been so constantly under my observation, but I am happy to state that in no instance have I had any fault to find. I consider them all well entitled to advancement, and trust that the Department may see its way to reward them for their good work.

Very respectfully,

H. H. HOSLEY,

Commander, U. S. Navy, Commanding.

The SECRETARY OF THE NAVY,

Bureau of Navigation, Navy Department, Washington, D. C.

Summary of cost of coal expended, enlistments, discharges, deaths, discipline, and health of command for period covering December 15, 1905, to July 10, 1906.

Ship.	Coal consumed.	Cost of coal.	Enlistments.	Discharges.	Desertions.	Summary courts-martial.	Petty punishments.	Percentage of sick.	Deaths.	Sent to hospitals.	Invalided home.	General courts-martial.
	Tons.											
Glacier.....	5,136	\$27,224	0	0	5	16	180	0.55	0	2	0	0
Brutus.....	3,664	12,504	11	8	2	0	13	1.0	1	0	0	0
Cæsar.....	3,238	14,164	0	0	0	0	16	1.3	3	0	0	0
Dewey.....	923	4,088	16	13	2	0	25	1.50	0	1	1	0
Potomac (no report) ^a												
Total.....	12,961	58,070	27	21	9	16	239	1.11	4	3	1	0

^a Left squadron May 3, 1906, at Suez, Egypt.

10

1
f
e,
n
ne
of
on
fi-
k-
ne
e-
ce
l-
l-
e





REPORT OF THE CHIEF OF THE BUREAU OF ORDNANCE.

DEPARTMENT OF THE NAVY,
BUREAU OF ORDNANCE,
Washington, D. C., October 1, 1906.

SIR: I have to submit the following annual report for the fiscal year ending June 30, 1906:

In compliance with the Department's circular letter No. 5087-64 of August 8, 1906, this report is made as brief and general as possible, all tables and all personal mention and other subjects prohibited in the above-mentioned circular letter having been omitted.

During the preceding year, since the last annual report of the Bureau, its work has been concerned as usual in the preparation of the ordnance and armament equipment of vessels under construction and nearing completion, in making repairs and the necessary modifications and alterations in the outfits of ships in service, and in making the necessary improvements at navy-yards and stations. The Bureau has been very much hampered by the lack of funds, especially in its general working appropriation "Ordnance and ordnance stores." This appropriation is for general maintenance under ordnance in the Navy and has been increased each year as the Navy increased in size, but the increases have not been sufficient, as deficiencies have occurred quite often, until last year, when they were especially prohibited by act of Congress.

It is anticipated that there will be in full or partial commission during the fiscal year 1908, 24 battle ships, 12 first-class cruisers, 66 second and third rate vessels, 60 torpedo boats, and 15 auxiliaries, making a total of 177 vessels. This represents an increase of 38 vessels over those cared for and maintained during the present fiscal year, 5 of these vessels being battle ships, 2 first-class cruisers, 9 second and third rate vessels, and 22 torpedo vessels. This increase in the number of vessels to be maintained necessarily increases the amount to be expended for target practice, which comes out of this working appropriation in addition to other maintenance expenses, and naturally will increase the expenditures of last year. The Bureau has therefore asked for a further increase of \$646,457.00 in this appropriation for the coming fiscal year, and in addition thereto has submitted estimates for special appropriations for various repairs, modifications, and modernizing of batteries and torpedo equipments, which necessitates such large expenditures of funds that this general maintenance appropriation could not possibly care for them.

GUNS.

The manufacture of guns for the Navy has made good progress at the Naval Gun Factory, Washington, D. C., Watervliet Arsenal, and at the several manufacturing establishments where such work has been undertaken, and the finished guns at other establishments have proven up to the Naval Gun Factory standards.

Trouble is still caused by the rapid wear or erosion of the bores of high powered large caliber guns, and in order to keep up the supply of large calibered guns which will shortly have to be withdrawn for relining, a slow process, appropriations have been asked for sufficient to allow of the manufacture of a reasonable proportion of the necessary reserve supply of these guns.

A semiautomatic 3-inch gun, submitted by a private manufacturing company, has given satisfactory tests, it has been adopted as a standard type, and future ships will be armed with semiautomatic guns of this caliber.

GAS CHECKS.

A gas-check pad of special design has proven satisfactory except as regards durability. Other types are now undergoing extensive tests and promise to prove more satisfactory in this respect.

GAS EJECTORS.

Gas ejectors for the expulsion of the combustible gases resulting from the explosion of smokeless powder in the bore of the larger guns, of a general type supplied in and since the year 1903, but with further developments made from time to time at the Naval Gun Factory, have given very fair results. They may, however, be considered still in process of development to a more perfect form. Gas-ejector attachments for ramblers of intermediate battery guns have not given as good results as are considered necessary in clearing the bores, owing largely to the wear and tear due to handling, and it is now proposed to provide for each intermediate gun, not using cartridge cases, a permanent single jet attached to the gun which may be worked automatically or at will, according to the necessities of the case. Such a jet has been tested with good results.

ACCIDENT TO 12-INCH GUN NO. 36.

On February 9, 1906, the muzzle and a portion of the chase of 12-inch gun No. 36 was blown off while testing projectiles at the naval proving ground. It was known that the margin of safety using smokeless powder in these guns was small for points on the muzzle, but no trouble was anticipated with the charge used at the time.

The following is an extract from the report of the board appointed to investigate this accident:

The board is of the opinion that the accident to 12-inch 40-caliber gun No. 36, on February 9, 1906, was caused by the use of too large a charge of powder. Although the records show that similar and even larger charges have been used in guns of this type without accident, the board is of the opinion that the use of such charges is at all times dangerous.

The board therefore recommends:

First. That hereafter in guns of this type the density of loading be not greater than .45.

Second. That the muzzle velocity be reduced to 2,400 f. s.

Third. That the maximum pressure to give this velocity be not lower than 14.5 tons.

GUN MOUNTS.

Two new designs of turret mount have been developed during the year, both for 12-inch guns. One type will be installed in the *New Hampshire* and the other in the *South Carolina* and *Michigan*. Both types embody certain new features which will operate to increase the rapidity of fire. The design adopted for the *South Carolina* and *Michigan* represents a marked departure from previous designs.

For guns of 7-inch and smaller caliber no new designs of mounts have been developed, though a novel type of broadside mount for guns of intermediate calibers is now under consideration. With respect to intermediate gun mounts, the principal work of the Bureau during the year has been in the direction of perfecting existing designs and modifying the older types of mounts to suit modern conditions. Plans are now completed for modifying all types of mounts for 3-inch, 4-inch, 5-inch, and 6-inch guns, of which there are any considerable numbers in the service to suit present-day ideas of efficiency. The actual work of altering the mounts has been much hampered by lack of funds, Congress not having made the special appropriation for this purpose which was included in the Bureau's estimates for the current fiscal year. Such of this work as has been absolutely necessary to meet service demands has been done, but at a serious sacrifice of economy, owing to its necessarily piecemeal character. A special appropriation for completing the work in an economical way is urgently needed.

SIGHTS.

The work of the previous year has been continued in the direction of designing and manufacturing new and improved types of sights, and the Bureau feels confident that the sights now fitted to the greater number of turret and broadside guns in the service are not excelled, if equaled, by any others in the world.

All new vessels commissioned during the year have been or will shortly be equipped with telescope sights of excellent design and the best of workmanship for all guns of and above 3 inches in caliber. In addition to these new ships all of the older battle ships and heavier cruisers, together with a considerable number of the smaller vessels, have received modernized mounts and new sights. For many vessels out of commission, but which are likely to be recommissioned at any time, the Bureau has been unable, through lack of funds, to provide new mounts and sights.

A new type of turret sight has been developed for installation in the *South Carolina* and *Michigan* and a new type of sight for broadside gun is in a preliminary stage of design. While both of these types are telescopic, they are marked departures from existing models.

ELECTRIC APPLIANCES IN TURRETS.

In recent years the amount of electric machinery used for ordnance purposes on board ship, and particularly for the operation of turret

gun mounts, has increased rapidly. New problems of safety and efficient installation have thus been presented, which have had to be solved by experience. The deplorable accident on board the *Kearsarge*, due to an exposed switch, has led the Bureau to adopt the most stringent rules as to the removal from turrets of every electrical device that could possibly be placed elsewhere and the thorough protection of such apparatus as must necessarily remain in the turrets. This policy had already been adopted in new design, but is now being put into effect on all vessels as fast as the Bureau's small appropriations will allow.

NEW BATTERY FOR THE NEW YORK AND MODERNIZING BATTERIES OF THE MASSACHUSETTS AND OREGON.

As soon as the special appropriation for these purposes became available, on the 1st of July, work was taken up and is being prosecuted as rapidly as possible. The plans for the work contemplate an entire rearmament of the *New York* and so modifying the gun mounts, turrets, and sights of the *Massachusetts* and *Oregon* as to bring them to the point of maximum efficiency possible short of rearmament.

MODERNIZING BATTERIES OF IOWA AND OTHER VESSELS.

The *Iowa*, *Brooklyn*, *Olympia*, *Monterey*, and *Monadnock* have all become ancient in the matter of batteries, and, unless equipped with modern guns, mounts, and sights, can no longer be considered efficient vessels and fit for service. The vessels of the *Arkansas* class are also in need of new turret sights, they having been placed in service shortly before the perfection of the present designs of sights.

SMALL ARMS AND MACHINE GUNS.

The Department's attention is called to this Bureau's report for 1905 regarding the desirability of replacing all rifles and machine guns of rifle caliber now in service with others of the latest type. The conditions formerly reported still obtain in an increased degree. While some small arms of 6-millimeter caliber have been withdrawn from service, the Bureau has found it necessary to purchase during the past year about 4,000 rifles of a type abandoned by the Army, but still in use by the Navy.

Each year of delay in making appropriation for issuing to the Navy the latest type of rifles and machine guns will result in material increase of the ultimate cost. It is, therefore, earnestly recommended that the necessary amount be asked for.

The Bureau has purchased and issued to vessels a machine for training men in the use of the service rifles. The machine makes it possible to give the men unlimited target exercise without increased cost and does away entirely with the need of gallery-practice ammunition. This results in a saving of about \$500 per vessel per year, and this with materially increased efficiency.

MORRIS TUBES AND DELAYED-ACTION DOTTERS.

Since the institution of existing methods for training gun's crews, the appliance most used for training gun pointers has been the so-called Morris tube, consisting of a caliber .22 rifle mounted on a gun of the ship's battery in such a way that the gun pointer can fire it at a small moving target, using the sights and firing mechanism of the great gun. The use of this tube has been and still is open to a number of objections, of which the following are the principle ones:

(1) Cost of ammunition, of which a large amount is expended in the course of a year.

(2) Cost of caliber .22 rifles, which wear out rapidly.

(3) Inaccuracy of these rifles.

(4) Obliteration of the target by bullets and consequent difficulty of correctly gauging the accuracy of the gun pointer's work.

(5) Danger of injury to the personnel by stray bullets.

(6) The necessity of suspending these exercises in many harbors.

A possible substitute for the Morris tube has been developed in the form of an electrical dotter, devised by an officer of the Navy while serving on the Asiatic Station. A number of these instruments have been manufactured at the navy-yard, New York, and issued to vessels for trial, and if, as the Bureau has every reason to believe, they are found to give satisfactory results, they will ultimately displace the Morris tube and will meet all the objections to the Morris tube which are enumerated above and will effect a considerable saving of money, as there will be no ammunition expended and the cost of the dotter itself is just about equal to the cost of three rifles.

SUBINSPECTORS OF ORDNANCE.

There are now employed under the Bureau 27 subinspectors of ordnance, engaged at the different private establishments having contracts for ordnance material.

This number includes those who were appointed some time ago from the Naval Gun Factory after special competitive examination.

These employees have demonstrated their usefulness as aids to the regular naval inspectors, and the work of inspection is unquestionably much benefited by their employment.

POWDER.

While there are no radical changes to be noted in the character of our smokeless powder, it has been found practicable to improve somewhat the methods of purification and to increase materially the uniformity of the finished product. It is chiefly along these two lines that the advances of the immediate future in powder manufacture must be anticipated—the purification tending toward a point which will remove all possibility of deterioration with time and the uniformity toward a point which will permit the acceptance of powders and their assignment to guns without preliminary firing tests.

On the joint initiative of this Bureau and of the Chief of Ordnance, United States Army, a board consisting of officers of the Navy and Army was recently appointed to revise the specifications under which

our powders are manufactured and to consider various matters involved in the business arrangements between the Government and the private firms interested in this manufacture. The specifications prepared by this board take account of all the developments to date in the art of powder making and call for more rigid inspection and test than have ever before been exacted. The board having been instructed to consider, among other subjects, the price which should be paid to private manufacturers for powder supplied to the Government, has made a report recommending a reduction in price, which recommendation the Bureau has approved and adopted for guidance in future contracts.

Of the 3,500,000 pounds of brown prismatic powder mentioned in last year's annual report as on hand at the various naval magazines, producing a condition of congestion on account of the rapidly increasing supply of smokeless powder, about 850,000 pounds have been disposed of by authority of the Department by transfer to the Army.

INSPECTION OF POWDER.

With an inspector of powder on the east coast and on the west coast, and 6 subinspectors, the inspection of powder is on a generally satisfactory basis.

The services of a chemist for analyses of pyro and powder samples on the west coast are still urgently needed. This work is now being done by a subinspector at the sacrifice of his legitimate duties.

COMMISSIONED OFFICERS IN CHARGE OF MAGAZINES.

Commissioned officers are now in charge of all the large manufacturing and distributing magazines in this country. The enormous increase in the amount of work at these magazines, incident to the commissioning of a large number of new ships during the past year, has been well handled.

The intelligent and zealous management and supervision of these officers have very materially increased the efficiency of the ammunition supply to the service.

PROJECTILES.

Progress has been made in the development of projectiles of large caliber of the ballistic efficiency required by the Bureau's specifications.

Much improvement has been made in rotating bands for the larger calibers. The bands now adopted give smooth flight of projectiles even when fired from guns that are considerably eroded.

AMMUNITION DETAILS.

The older types of fuses are being rapidly withdrawn from service.

Experiments are still under way pertaining to improvements in ignition in cartridge cases and to a more satisfactory material for cartridge bags.

AMMUNITION SHIPS.

During the past year the railroads belonging to the American Railway Association, which comprises all the principal lines in the United States, have adopted regulations for the transportation of explosives which allow great freedom in shipments of Government ammunition by rail.

Much difficulty is still experienced, however, in making such shipments by water, shipment by Government conveyance being practically the only method to be relied upon. It is often necessary, even in time of peace, to ship ammunition in comparatively large quantities to vessels in waters remote from naval magazines.

Such shipments are now made on naval colliers and supply vessels, some of which are fitted with small cargo magazines, but these vessels are rarely available when needed, and can not carry ammunition in sufficient quantity. This difficulty in shipping ammunition in time of peace would be greatly increased in time of war.

In the design of vessels of the battle fleet the space and weight assigned to ammunition has been so restricted that the ammunition on board, under certain conditions of battle, would be expended in something less than an hour.

The Bureau has been active in attempting to accumulate a reserve supply of ammunition to refill the battle fleet in such a contingency, but under existing conditions it would be unable to deliver the ammunition at the place needed—that is, to the fleet, wherever it may be.

It is therefore considered of the utmost importance that in the organization of the fleet there should be two vessels of considerable size, one on the Atlantic and one on the Pacific coast, devoted exclusively to the transportation of ammunition. Ultimately there should be one of these vessels with each fleet. Such ships should be fitted with appliances for assembling and breaking down ammunition, in order that they might serve to as great a degree as possible as floating naval magazines.

ARMOR.

During the fiscal year ending June 30, 1906, no new contracts were made for furnishing armor.

The total amount of armor delivered under previous contracts was 17,310 tons, which included the last of that due under contracts dated in November, 1900, and February, 1903.

There remained on June 30, 1906, to be delivered under contracts dated December, 1903, January, 1904, and April, 1905, a total of 6,420 tons.

It is believed that before the end of the calendar year the Bethlehem Steel Company and the Carnegie Steel Company will have completed and delivered all the armor assigned to them under outstanding contracts.

During February a board of officers convened to consider the award of 1,000 tons of armor under the provisional clause of the contract of April 5, 1905, with the Midvale Steel Company, and recommended that that firm be awarded that amount of armor, which recommendation was approved by the Department.

There being now in existence in this country three fully equipped

armor plants capable of supplying collectively an approximate amount of 30,000 tons a year, the Bureau would feel that there exists no cause for anxiety as to meeting any possible future requirements of shipbuilders were it not for the fact, much to be regretted, that there now exists little demand for armor. This condition of affairs is embarrassing for the reason that it creates the possibility of one or more of these firms abandoning the armor-making industry in order to utilize their plants for more productive commercial manufactures, and thus leave the Department dependent on the capacity of possibly one plant to meet all future demands. Such a backward step in the armor resources of the country would be most regrettable and unsafe. Competition has so reduced the prices of armor, and the element of profit depends so largely on that of output, that a condition now exists whereby the small prospects for demands for armor in the immediate future may result in seriously reducing the resources of the country for this special material.

The high standard of quality of armor required by the Bureau is still met by the armor makers in a most satisfactory manner. The greatly increased severity of the ballistic test required by the specifications of the contracts of April, 1905, in which only capped projectiles are used, has been successfully met by the Bethlehem and Carnegie steel companies with all the armor allotted them under those contracts, all of which has been tested. The Midvale Steel Company has not yet submitted any armor for test under those specifications.

Since the close of the fiscal year, on July 10, 1906, bids have been opened for furnishing about 7,388 tons of armor, required for the *South Carolina* and *Michigan*. The contract for half of this armor (*Michigan*) has been awarded to the Midvale Steel Company and the other half (*South Carolina*) has been distributed about equally between the Bethlehem Steel Company and the Carnegie Steel Company. The prices to be paid for this armor are:

	Per ton.
Class A -----	\$346
Class B -----	345
Class C -----	344
Class D -----	343

This is a reduction of \$52 per ton below any price heretofore paid for class A armor, and no royalties are to be paid by the Government. The ballistic requirements of this armor are higher than any yet demanded of the manufacturers by the Bureau.

The act of Congress making appropriations for the naval service for the fiscal year ending June 30, 1906, approved March 3, 1905, under the heading "Increase of the Navy," subheading "Armor and armament," contains the following provision:

And provided further, That the Secretary of the Navy shall cause a thorough inquiry to be made as to the cost of armor plate and of armor plant, the report of which shall be made to Congress.

In pursuance of the requirements of this provision of law, a board of officers was appointed by the Secretary of the Navy on May 11, 1906, to make the required investigation, and is at present engaged drawing up its report, which will be submitted at an early date, before the convening of the Congress.

FIRE CONTROL.

By the Department's order the Bureau has in conjunction with the bureaus of Equipment and Construction and Repair made plans and estimates for the installation in one battle ship for trial of a new system of fire control based on the findings of the fire-control board. The test to be carried out will be more of a test of the system of fire control than of the actual transmitting instruments, the system once having been tested and found satisfactory, the instruments necessary, the Bureau has reason to know, can easily be obtained.

The Bureau has ordered for test a range finder of American design and manufacture that promises as good results as are now secured abroad.

TORPEDOES.

Torpedo practice during the year has been very satisfactory. The officers and men are becoming highly proficient in handling this important weapon. This is directly due to the wise policy of including in the annual target practice records the scores made in target practice, as both officers and men have thus been led to take more interest in torpedoes. Some losses have occurred, but even with a much larger number of torpedoes fired during the past year the losses have been no greater than in the years before when much less torpedo practice took place. The increased efficiency leads the Bureau to hope that there will be a decrease in losses in the future.

The condition of the torpedo supply has been made the subject of a special communication to the Department.

TORPEDO TUBES.

During the past year satisfactory progress has been made in the development and manufacture of a new type of submerged torpedo tube for use in battle ships, armored cruisers, and scout cruisers. One tube of this type is now being installed in the torpedo-practice vessel *Vesuvius*. Other tubes of this type for two battle ships are approaching completion. Above-water 21-inch tubes have been built for the *Vesuvius*.

AIR COMPRESSORS AND ACCUMULATORS.

During the year the Bureau has placed orders for compressors and accumulators for all ships to be fitted with the new torpedoes, and is glad to report that the high requirements have been met and the rate of delivery of these items is most satisfactory.

MINES AND WRECKING OUTFITS.

The mine outfits of the battle ships and armored cruisers are complete, and the torpedo station is prepared to furnish the mine outfits to the new ships as they go into commission.

In order to carry out the recommendations of the general board, the Bureau has included in its estimates the amount necessary to manufacture and prepare 500 reserve mines in addition to those carried by the ships.

WRECKING OUTFITS.

Wrecking outfits are now maintained at 6 naval stations on the Atlantic coast, 2 on the Pacific coast, and 1 in the Philippines. These outfits are constantly in use for destroying derelicts, removing wrecks, etc.

It is desirable to increase the number of stations where these wrecking outfits are kept and also to keep a larger supply than heretofore of wrecking material at New York, Norfolk, and Boston.

SUBMARINE BOATS.

Two vessels of this type are stationed at the torpedo station under the control of the inspector of ordnance in charge. During the past summer these vessels have exercised in an energetic and systematic manner, with the result that valuable knowledge has been gained as to the capabilities of the present type of submarine and accurate data obtained which will be of value in future designing.

REORGANIZATION OF THE DUTIES OF THE PROFESSIONAL STAFF OF THE BUREAU OF ORDNANCE.

The Bureau in its last annual report referred to this subject and gave a brief synopsis of the duties of each officer.

The reorganization has resulted very beneficially to the service, the work of the officers being so allotted that results are very encouraging. At the same time it is found almost impossible for the present number of officers to perform their duties, and the Bureau is impressed with the necessity of increasing the number, especially as the number of vessels increases, causing a corresponding increase in the work of the Bureau.

GENERAL INSPECTOR OF ORDNANCE.

The Bureau has continued to make use of the services of a naval officer of rank and technical experience as a general inspector of ordnance.

This has resulted in obtaining uniform practice among the various inspectors detailed at various works where ordnance material is being prepared, and has facilitated the inspection and delivery of material by the prompt decision of many points beyond the authority of the local inspector. The general inspector has kept in close touch with the work at the different plants and with the Bureau's policy by frequent personal visits to the works and to the Bureau.

This officer has also been detailed for duty as president or senior member of several important ordnance boards.

SPECIAL BOARD ON NAVAL ORDNANCE.

The special board on naval ordnance has continued its oversight, under the Bureau's direction, of the development and test of powders, projectiles, fuses, high explosives, and kindred subjects.

The study by this board of the interior ballistics of smokeless powder has added materially to our knowledge on this subject,

making it possible to predict, in the case of new granulations, the ballistics to be expected, and at the same time to readjust the assignment of older granulations to the various calibers of service guns. Experiments with high explosives as bursting charges for shell have progressed sufficiently to justify the expectation that such an explosive can be adopted in the near future.

Intimately associated with the question of a high-explosive bursting charge is that of a detonating fuse. This matter is also in the hands of the special board, and there is every reason to anticipate the successful development of a fuse which will comply fully with the exacting requirements prescribed by the Bureau for a fuse to be used with high-explosive shells.

The board has given much attention to the subject of erosion, and has demonstrated to the satisfaction of the Bureau that while other causes may and doubtless do enter into this matter, the principal part of the trouble is due to the softening of a thin layer of the bore by the high temperature of the powder gases and the washing away of this softened layer by the actual attrition of the gases as they follow up the projectile.

BOARD ON GUN FORGINGS.

The remarkable developments of the last few years in the manufacture of steel have involved so many points of possibly vital interest to this Bureau in connection with material for guns, armor, and projectiles, that it has been found desirable to organize a board of officers for following these developments with a view to benefiting by them wherever they present an opportunity for improvement.

It has been hoped that among the many new alloys which have proved of value in connection with commercial steels there might be discovered some material for the tubes of high-powered guns, or for liners inside these tubes, which would give less erosion than exists with plain carbon and nickel steels. The board above referred to has this subject under consideration and investigation.

As regards the strength of material the new alloys give promise of remarkable results, and two experimental guns now under construction are confidently expected to show a strength much beyond that of any guns heretofore constructed.

The board on forgings is making a study also of "streaks," "sand-splits," and other defects which from time to time appear in gun forgings, in the hope of determining definitely the cause of these defects and the degree of importance which should be attached to them. Up to the present time no satisfactory explanation of the cause of these phenomena have been offered by any manufacturer of steel.

PATENTS BY NAVAL OFFICERS.

The Bureau invites the attention of the Department to the lack of a definite provision of law regarding the securing of patent rights by the Government of inventions of officers. The Bureau believes that the intent of the present law is that the inventions of naval officers of war appliances, made in the course of their work and duty under the Government, should be the property of the Government.

In practice the result intended is rarely obtained, and even where the officer making the invention is perfectly willing to forego all financial benefit the method by which the Government may secure the patent rights is one that entails risk of the loss of attorney's and Patent-Office fees to the officer and in any case results in temporary financial loss, since the officer concerned must now obtain the patent rights in his own name and then assign them to the Government in consideration of the attorney's and Patent-Office fees, and should there be a failure to secure a patent the costs must fall upon the officer.

It would seem but just that the Government, which is to be the sole beneficiary, should bear the whole expense whether the patent be obtained or not, since in such a case the officer concerned is acting under instructions—instructions which require him, even when the result is most favorable to himself, to make a loan to the Government.

The Bureau recommends that legislation be asked that will permit of a Department of the Government applying for patent rights in its own name on inventions of its subordinates and paying the costs of such application.

Another phase of the question, which seems to the Bureau to require consideration and remedial legislation is that of compensation for an officer making an invention. At present no compensation can be given directly, and the result is that officers that do receive a benefit from their inventions by indirect means are placed in positions disadvantageous to themselves and to the service.

The Bureau is convinced of the wisdom of meeting this question squarely and of the Government recognizing, as a principle, that it owes something more than his pay to an officer who invents a new and valuable weapon or device, and that there should be legislation authorizing a direct payment of a just sum to the inventor. That a general broad legal provision for such action would be capable of being taken advantage of the Bureau is aware; but the Bureau believes that if the execution of such a law should be placed in the hands of responsible officers of the Government and the exercise of the power conferred surrounded with the apparent safeguards, the evils that might result would be much less than those that now exist as the result of the present indefinite character of the laws relating to this subject.

AUXILIARY VESSEL CONTAINING MACHINE SHOP, STORES, SPARE PARTS, ETC., FOR THE FLEET.

The Bureau wishes to call the Department's attention to the desirability of equipping an auxiliary vessel for use as a machine shop and store vessel with the fleet. On such a vessel numerous minor repairs and modifications in ordnance, as well as in other departments, beyond the capacity of the machine shops of the vessels themselves could be made at once, instead of having to either send the vessel to a repair yard or wait until a favorable opportunity for the absence of the vessel from the fleet. In addition, this auxiliary vessel could well carry a full supply of stores and spare parts of all kinds and descriptions, thereby allowing a very material reduction in the amount of stores, spare parts, and material ordinarily carried on board each ship, and increasing space and decreasing weights, which could well be used in increasing the coal or ammunition supply.

Such an auxiliary vessel was found to be of great utility during the Spanish-American war, and now that the policy of the Department seems to be one of fleet cruising instead of detached service for the larger vessels, the services of an auxiliary vessel of the character proposed would be very desirable.

OFFICERS UNDER INSTRUCTION IN ORDNANCE.

The class of officers under instruction in ordnance, as per the system inaugurated two years ago and described at length in the Bureau's last annual report, has been continued along the lines originally laid down, and with results which fully confirm the wisdom of the system. Six officers have now completed the preliminary course of sixteen months and have been assigned to seagoing ships. Seven officers are now pursuing the course, which includes duty at the Bureau, the gun factory, the proving ground, and powder factory, together with periods of study and inspection at the various steel works where ordnance material is under construction, and a special course in electricity, as applied to ordnance, at the works of the General Electric Company, Schenectady, N. Y.

I think it proper to place upon record once more my conviction of the importance of this system of training officers in the work of this Bureau. The difficulty of finding officers who are equipped for initiating and supervising the very highly specialized work of the Bureau is constantly increasing, and there is no relief in sight short of the period at which the first of the officers trained under the new system shall become available for further duty on shore.

SEAMAN GUNNERS' CLASS UNDER INSTRUCTION AT GUN FACTORY, TORPEDO STATION, AND PROVING GROUND.

During the past year 164 seaman gunners were under instruction at the Washington Navy-Yard.

Eighty-one were transferred to the torpedo station, and 80, having completed the course, were transferred to general service.

The course of instruction has been changed, and extended to 41 weeks.

Twenty weeks will in future be spent by the class at the Torpedo Station, Newport, R. I., in theoretical and practical work with torpedoes, air compressors, naval-defense mines, and counter mines, explosives, electricity, and diving.

At the Gun Factory 19 weeks have been allotted for instruction in the subjects of gun, breech mechanism, and mount construction, torpedo tubes, small arms, fuses, primers, and cartridge cases.

Two weeks will be utilized for instruction at the naval proving grounds in loading, firing, and handling guns and ammunition, and in the stowage of ammunition in magazines, its handling there, litmus tests, and the re-forming of cartridge cases.

RELATIONS WITH ARMY ORDNANCE.

The close relations with the Ordnance Department of the Army, referred to in my report of last year, have continued with advantages to both branches of the service.

Two joint boards have been constituted to investigate the subject of powder, one dealing with the needs of the Government and the sources of supply at present existing, the other dealing with specifications and other matters connected with manufacture.

It is very desirable that the material used by the two Departments should, as far as possible, be identical, in order to admit of interchange in time of war, and efforts will be continued to secure such uniformity wherever the differing demands of the two services render it practicable.

INADEQUATE OFFICE FACILITIES.

The Bureau in its last annual report called attention to the congested condition of its office rooms, and gave information in some detail as to the necessity of obtaining relief.

Conditions have steadily grown worse, and the crowded rooms are insanitary and unbusinesslike, there being no room even for necessary file and record cases.

It is appreciated that similar conditions exist throughout the Department, but the Bureau feels that it is its duty to make this a matter of record.

THE CLERICAL FORCE.

The Bureau has from time to time called the Department's attention to the necessity for additional clerks, and this necessity is constantly growing.

It has also suffered greatly by capable clerks leaving to secure employment in other places offering better inducements, which, as stated in last year's report, "causes very serious embarrassment, endangering the accuracy of the work by the employment of inexperienced persons."

The Bureau again urges that steps be taken to secure additional high-grade clerks, and to induce those who are now employed to remain.

ORDNANCE PAMPHLETS.

The issue of ordnance pamphlets mentioned in the last report has continued. This publication is the only descriptive literature furnished by the Bureau to the naval service, and it has been found of great benefit to both officers and enlisted men.

PROTECTION OF ARTISAN EMPLOYEES.

In its last annual report the Bureau renewed its recommendations that steps be taken to afford relief by legislation to artisan employees who are injured in the naval service in line of duty, and the Bureau feels that a great injustice is done this deserving class of employees by the present lack of protection, and again urges legislation in their behalf.

ADVANCED BASE.

The Bureau invites attention to its report for 1905, concerning advanced base material. The conditions therein mentioned remain unchanged.

NAVAL INSPECTORS OF ORDNANCE.

The duties of inspectors of ordnance under this Bureau are distributed as follows:

South Bethlehem, Pa.—Bethlehem Steel Works, inspection of armor plate, gun forgings, gun-carriage castings, finished guns and mounts, projectiles, fuses, and sights; miscellaneous inspection in the near vicinity from time to time, as occasion may require.

Philadelphia, Pa.—Midvale Steel Works, inspection of armor plate, gun forgings, gun-carriage castings, finished guns and mounts, projectiles, fuzes, and sights; miscellaneous inspection in the near vicinity from time to time, as occasion may require.

Inspection of ordnance outfits of vessels building at the works of the William Cramp & Sons Ship and Engine Building Company, Neafie & Levy Ship and Engine Building Company, Philadelphia, Pa., The New York Shipbuilding Company, Camden, N. J. Also inspection of gun sights at the works of Queen & Co., Philadelphia.

Baltimore, Md.—Inspection of gun sights at the works of the Detrich & Harvey Machine Company.

Brooklyn, N. Y.—Inspection of gun forgings and gun-carriage castings, manufactured by the Crucible Steel Company of America, Harrison, N. J., and the Atha Steel Company, Harrison, N. J. Also gun-carriage castings manufactured by the I. G. Johnson Company, Spuyten Duyvil, N. Y., and miscellaneous inspection in the vicinity from time to time, as occasion may require. Also inspection duty under the Bureau of Steam Engineering.

Seattle, Wash.—Inspection of ordnance outfits of vessels building at the works of the Moran Brothers Company.

Newport News, Va.—Inspection of ordnance outfits of vessels being completed by the Newport News Shipbuilding and Dry Dock Company.

Watervliet, N. Y.—Inspection of guns being manufactured at the United States Army Arsenal, Watervliet, for the Navy.

Brooklyn, N. Y.—Inspection of torpedoes and appliances and projectiles at the works of the E. W. Bliss Company, air compressors, etc. Also witnessing the tests of torpedoes at Sag Harbor, N. Y.

Schenectady, N. Y.—Inspection of motors and other electrical appliances under construction at the works of the General Electric Company.

Bridgeport, Conn.—Inspection of ordnance material manufactured by the American and British Manufacturing Company, Bridgeport, Conn.; Colt Patent Fire Arms Manufacturing Company, Hartford, Conn.; United States Rapid Fire Gun and Power Company, Derby, Conn.; Union Metallic Cartridge Company, Bridgeport, Conn.; Winchester Repeating Arms Company, New Haven, Conn.; Pratt & Whitney, Hartford, Conn. Also inspection of miscellaneous material in the vicinity from time to time as occasion may require.

Santa Cruz, Cal.—Inspection of powder at the works of the California Powder Company.

Munhall, Pa.—Inspection of armor plate being manufactured by the Carnegie Steel Company, fuses and similar material at the works of J. B. Semple Company, Pittsburg, Pa.; Platt Iron Works, Dayton,

Ohio; guns and gun forgings at the works of the Driggs-Seabury Ordnance Corporation, Sharon, Pa.; Firth Sterling Steel Company, and miscellaneous inspection from time to time as occasion may require.

Quincy, Mass.—Inspection of ordnance material on vessels preparing for sea at the works of the Fore River Ship and Engine Building Company, also inspects gun forgings at the same works.

San Francisco, Cal.—Inspection of ordnance material for vessels under construction at the Union Iron Works.

Bath, Me.—Inspection of ordnance outfits of vessels under construction at the Bath Iron Works.

Philadelphia, Pa. (post-office building).—Inspection of powder material at works of E. I. Du Pont & Co., Wilmington, Del.; Laflin & Rand Powder Company, Haskell, N. J., and International Smokeless Powder and Chemical Company, Parlin, N. J.

NAVAL GUN FACTORY, WASHINGTON, D. C.

The work at this most important ordnance establishment has continued to increase in efficiency under the present management, and the delays in delivery of ordnance material for installation on ships building are rapidly decreasing. It is hoped in the near future that the batteries of the new vessels will all be delivered at the works of the ship contractors in ample time for installation prior to final completion.

During the fiscal year the office work at this establishment has increased about 15 per cent over the volume of the previous fiscal year, amounting to 22,000 communications and indorsements recorded and 4,000 orders issued for work, representing many thousand different items to be manufactured. The accounting for expenditures of labor and material on these various items required the recording of 1,825,885 service cards and of 32,148 material cards; 8,270 inspection reports (each covering from 1 to 25 items) and 913 invoices were necessary to report manufactured articles; 11,101 new accounts were opened in the job ledgers, and 1,374 requisitions for material were necessary to supply the gun factory during the fiscal year.

The method of transacting the office business, as well as the arrangement and distributing of the office work, has been most satisfactory.

In the drafting room an ordnance engineer, 55 draftsmen, and 5 minors under instruction have been continuously employed.

The following work has been accomplished by the drafting room force:

New drawings made.....	1, 649
New sketches made.....	325
Range tables prepared:	
Partial	7
Complete	9
	16
Revisions of drawings.....	1, 511
Blue and brown prints.....	61, 763
Photographic negatives.....	806
Photographic prints.....	11, 713
Comments and expressions of opinion.....	1, 950

In the physical and chemical laboratory, besides the many tests of material, experimental work has been conducted with a view to obtaining the best composition, as well as the best method of casting, in order to produce ingots for cartridge-case metal free of blowholes and physical defects. The work in both laboratories has increased considerably over that of previous years.

During the fiscal year there were 1,798 shipments of boxed or crated ordnance material sent from the yard, which, together with material shipped uncrated in car lots, amounted to 69,978 packages shipped from the Gun Factory during the fiscal year. Of that amount, 3,219,536 pounds were sent by Government conveyance, thereby saving time in transit and between \$8,000 and \$8,250 in freight charges.

The total shipments from the yard, exclusive of material shipped to and from the naval proving ground, amounted to 20,611,127 pounds, being an increase of 10,442,668 pounds over the previous fiscal year.

The following improvements were made at the Gun Factory during the last fiscal year:

The third five Babcock & Wilcox boilers, with Wilkinson stokers and Green economizers, Foster superheaters, steam piping, pumps, etc., have been installed in the new boiler house.

The office buildings have been rearranged to the facilitating of the transaction of business and the saving of considerable time, which, under the old arrangement, was unnecessarily expended.

A large Bement-Miles boring mill for boring and turning trunnions for 8, 10, and 12 inch mounts has been installed in the west gun carriage shop.

Two 4-inch special boring mills have been installed in the east gun carriage shop for 6-inch and 7-inch work.

A special Pratt & Whitney machine for grinding ball races for 6, 8, and 10 inch mounts has been installed in the west gun carriage shop.

These installations have been a great help to the work and have resulted in much economy.

Besides these, a great many small machine tools have been installed in the several shops in which they were needed.

In the forge shop a 3,500-pound Bement & Miles steam drop hammer is now being installed, besides a small drop hammer, a Bradley cushion hammer, and a large trimming press.

Experiments with burning fuel oil to replace the present Acme gas oil system have been carried on. These experiments have demonstrated that with using fuel oil the work which is now done with gas oil could be as well accomplished, and that there would be a saving of approximately \$10,000 a year if the new fuel oil burning system were installed.

In the pattern shop a great improvement has been made in the exhaust system by the installation of a new 40-horsepower motor in connection therewith.

No improvements have been made in the foundry during the last fiscal year, in view of the hope that Congress will provide for a new building. The present foundry is in a very bad condition, the corrugated iron roof has practically rotted away, and is dangerous.

The building is entirely inadequate, as has been before reported, and the Bureau considers that a new foundry is the most urgent need in the way of building at the gun factory at this time.

The old power house has been shut down entirely during the summer, and in all probability will only be used for heating purposes in severely cold weather. A new air compressor is about to be installed in the old dynamo room in the quadrangle. All of the electrical machinery has been removed from this building and foundations prepared to receive all the air compressors now in the yard. All steam engines have been removed from the east and west gun-carriage shops, and the line shafting is now driven by electricity. This has resulted in dispensing with the services of six engineers, and the motors are giving perfect satisfaction.

Several machines have been installed in the metals saw shop in the basement of the west end of the pattern loft. This installation has resulted in much economy, inasmuch as heretofore the gates, risers, etc., of nearly all the castings had to be cut off in the machine shop on expensive machines run by expensive labor.

The torpedo test house has been lengthened, and the foundation plates changed to suit the testing of the new 21-inch torpedo tubes.

In the cartridge case shop a rearrangement of the machinery has been made, in order to provide for additional machinery. A Rockwell double-chamber melting furnace has been installed for melting up the small scrap brass and floor sweepings, and during the seven weeks since it was first placed in commission 181,000 pounds of brass have been recovered, all of which has been used in making castings in the foundry.

In the laboratory a Fairbanks automatic slotting machine for cement testing has been installed, which gives excellent results.

During the last year the output of guns, mounts, and accessories has been increased very much, and is the greatest output for one year in the history of the gun factory.

A new system of mustering has been inaugurated, by which, instead of having a muster take place at a central house, it is done in each shop. This method of mustering is considered to have effected a saving of at least \$25 a day.

A new system of keeping a record of the service cards of the employees has also been tried, with a view to seeing if more than the necessary time has been used on any particular job.

Due to these two changes, together with increase in the speed of the line shafting and other individually driven machinery and the designing of new jigs and labor-saving machinery, the output of the gun factory has been increased nearly 50 per cent and the expenses have been reduced enormously.

As an example, it may be stated that the 8 12-inch mounts for the *Louisiana* and *Connecticut* cost about \$99,000 less than those for the *Virginia* and *Rhode Island*. There was also a saving of \$25,000 effected on the last 100 3-inch sights manufactured at the yard. Besides this, the estimated time of completion of material has been, in some instances, reduced nearly one-half.

The superintendent of the Naval Gun Factory, in his annual report, recommends as regards improvements as follows, and in these recommendations the Bureau fully concurs as being absolutely essen-

tial to make the gun factory, especially in time of war, as nearly as possible self-contained:

- (A) For the purchase and erection of new and improved machinery for existing shops..... \$150,000.00

A like amount was appropriated last year, and it is necessary that the same amount should be obtained this year owing to the increased number of shops and the working of several shifts in all the shops. The consequent wear and tear on the present machinery being very great and a large portion of it nearing its limit, it requires replenishment in order that some sort of a standard of efficiency may be kept up.

- (B) New foundry and foundry yard..... 300,170.00
Machinery, cupolas, furnaces, etc., for the same..... 121,075.00

Only one-half of this item need be appropriated this year. The reasons for requiring this item have been so fully stated they can only be reiterated. A new foundry is indispensable for the economy of the gun factory. It is the most needed of all the improvements that could be recommended. The present foundry is antiquated and inadequate in size and unsuitable as a foundry for an institution like the Naval Gun Factory. On account of its insanitary condition it is a menace to the health of the employees and officers of the yard in its present situation. The Government losses every year by not having better facilities would soon equal the amount requested to properly provide for all the requirements of this portion of the plant and its increased product would materially add to the production of armament by this factory, saving in both time and expense. At the present time the yard foundry is working up to its extreme capacity, and in case of war the emergency conditions could not be met. We are now practically at a standstill on account of our inability to obtain castings due on existing requisitions.

- (C) Remodeling 110-ton crane in the north gun shop..... 30,000.00

The 110-ton crane in the north gun shop has been in use about fifteen years, and the carriage and trolley are somewhat antiquated, besides being very much worn. It is doubtful if these parts will last over eight months, and they should be replaced with the latest improved parts, which will make a serviceable crane for use in years to come.

- (D) Locomotive and crane house..... 81,747.00
Machinery for the same..... 12,000.00

The present locomotive house is inadequate for the number of locomotives and locomotive cranes we now have, as the extension of the gun factory has required the purchase of additional ones recently. It is therefore necessary that we should have a larger house to accommodate these machines. The present one does not admit of extension, and the ground it occupies is needed for other purposes. Without proper housing facilities in winter steam must be kept up on locomotives and cranes all the time to prevent freezing, thus greatly increasing running expenses due to attendance and consumption of fuel. Seven of the ten engines and wreckers can not now be housed, and are consequently exposed to the weather on the outside.

In addition to the foregoing recommended improvements there are others coming under different Bureaus, but which are intimately connected with the gun factory, and therefore they are also recommended by me.

- (a) Piling floor of coal bin..... 60,000.00

When coal was stored in this bin the made ground began to give way, and it forced out the sea wall, so that this place had to be abandoned. That part of the coal-handling appliance that would take the fuel from this bin to the boiler house is therefore useless at present, and the handling of the coal from the improvised storage places more expensive.

(b) Quay wall ----- \$90,517.83

Owing to the pressure of the filled-in ground, even without any additional weight besides its own, it is necessary to build a much more solid wall than was required heretofore, and such parts as are now standing must be secured by piling. This quay wall is much needed for berthing of vessels visiting the yard and also for sanitary reasons. At present the high tide leaves a filthy deposit on the ground at low tide. This deposit is contained in the water and comes from numerous sewers emptying into the Eastern Branch, and when it dries it becomes offensive and is dangerous to health.

(c) Fireproof general storehouse ----- 290,000.00

This building is an absolute necessity. At present the ordnance stores, which amount on the average to nearly \$3,000,000, are scattered all over the yard in insecure places. Further, the main general store, as at present located, is not central to the shops and much time is lost by the employees in going to and returning therefrom.

(d) Iron bridge to span slip No. 1, and changing yard tracks----- 40,000.00

In connection with improvements the matter of the entrance of the Pennsylvania Railroad into the yard must be considered. This matter should be settled during the coming session of Congress, as on January 1, 1908, all grade crossings in the District of Columbia are to be abolished. The present track is located so that it can not be made to enter the yard above or below grade. Therefore, if an act can not be passed allowing this track to remain, another entrance must be sought, and this would entail expense while the former would not. It has been suggested that the track be laid at the expense of the Pennsylvania Railroad Company from somewhere near the Pennsylvania Avenue Bridge along the water front to the east wall, where the navy-yard would connect its tracks. This change would compel us to make many alterations in our tracks and would entail a bridge across the marine railway slip. For that purpose the sum of \$40,000 would be required.

(e) Purchase of land for eastern extension of yard along the water front to connect with the railroad tracks----- 161,872.00

If the railroad should come into the yard by the above route, I think it would be to the best interests of the Government to buy the two water front blocks (Nos. 955 and 979) just east of the yard, for should the railroad company get possession of the water front it would be lost to the Government (without an enormous expense), and it is certain that in the future this water front will be needed by the yard. The price asked for this land is \$161,872, but I think it can be gotten much cheaper by condemnation proceedings. It will, of course, be necessary to work with the District Commissioners and the Pennsylvania Railroad in this matter, but it is of vital importance that it should be settled without delay. Without a railroad our expenses would be enormously increased, if it would not cripple the gun factory entirely. The importance of this railroad connection will be realized from the fact that during the last fiscal year three hundred and sixty-four (364) carloads of finished product were shipped by that means and a much larger amount of stores and raw material (including 40,000 tons of coal) received, amounting to 3,247 carloads.

(f) Raising the floor in the north end of the gun and mount storehouse ----- 7,000.00

On account of the excessive weight of the articles stored in this building and the working out of the ground and its reinforcements, as before described, the flooring has sunk considerably, and it is necessary for the preservation of this building to raise the same.

(g) New floors in the north and south gun shops and the east gun carriage shop..... \$25,000.00

These floors have had about fifteen years' hard service and need to be replaced with new ones. They have been repaired from time to time, but are very uneven and so patched up that further repairing can not be made economically, and therefore new floors should be provided.

The superintendent of the Naval Gun Factory also makes the following recommendations concerning the pay of employees, etc., and in these recommendations the Bureau also fully concurs.

The clerical and drafting forces, as a general thing, have performed their duties with zeal and intelligence. We are very much hampered by the small compensations allowed, which seem to be less than those of other Departments of the Government and even of other bureaus. As soon as a man becomes efficient he naturally strives to better himself and frequently is successful in obtaining a transfer to some other office. We then have to commence again at the bottom and educate another man.

The inadequate compensation is most marked in the case of the chief clerk, who gets less pay than a master mechanic, although his duties are much more onerous and much more responsible. The reasons his pay should be increased have been stated in the annual reports of the superintendents for the last five years, and they all hold good. The status of the gun factory is different from a department in any other navy-yard in many respects, and therefore it does not seem just that the pay of its chief clerk should be compared with that of the others. It is much more important that one very competent person, who has all the threads in his hands and mind, should be here to advise the necessarily shifting superintendents. I therefore would recommend that the title of the office be changed to civilian assistant to the superintendent, chief clerk, and the pay should be at least \$2,000 per annum.

In connection with the large amount of work at this gun factory, the Bureau deems it necessary to call the Department's attention to the large sums annually expended from the Bureau's working appropriation for holidays, leave, etc., for employees. This expenditure increases the cost of material, placing the gun factory and the Government works at a decided disadvantage when competing with outside manufacturers as regards prices, etc.

The following itemized statement shows that in round numbers \$300,000 will be nonproductive in the coming year, and which has to be taken out of the current appropriations. This is not far from \$1,000 for each working day in the year.

Holidays (national and special) 1905-6.

July 4 and 5 (Independence Day and Secretary Hay's funeral).....	\$19,684.00
September 1 (Labor Day).....	9,932.92
November 30 (Thanksgiving Day).....	10,622.36
December 23 (half holiday).....	4,019.51
December 25 (Christmas Day).....	10,834.08
December 30 (half holiday).....	3,987.94
January 1 (New Year's Day).....	9,871.68
February 22 (Washington's Birthday).....	10,444.68
May 30 (Decoration Day).....	10,367.64
	<hr/>
	89,764.81
District of Columbia National Guard.....	3,859.13
Leaves of absence.....	140,384.63

The above is based on the expenditure during the fiscal year 1905-6, and if the same is to be used as an estimate, there should be added the following amount for Saturday half holidays, as under the present orders the same rule will be observed in years to come:

Half holidays, July, August, and September..... \$62,358.01

BELLEVUE MAGAZINE.

The buildings and grounds at the Bellevue magazine have been very well cared for, and such work as was necessary to keep the place in a sanitary condition has been attended to. It is considered desirable to use the grounds, magazine, and shell house as an annex to the gun and mount storehouse, in order to relieve the congestion existing at the yard, and these places could be made available with very small expense, only requiring the present wharf to be extended about 600 feet to permit the landing of tugs and barges.

NAVAL PROVING GROUND AND SMOKELESS POWDER FACTORY, INDIAN HEAD, MD.

The following important work at the naval proving ground was done during the last fiscal year:

Four hundred and sixty-four guns of all calibers were proved and 111 carriages and mounts were tested, this being an increase of 190 guns over that of any previous year, and an increase of 14 in carriages and mounts over that of the previous fiscal year.

A 6-inch 30 caliber gun that had been relined was fired 21 times and is in excellent condition, which is considered an indication that the system of relining which has been adopted will prove satisfactory.

Of armor tests there were carried on during the year 29 tests of class A plates and 10 tests of class B plates, representing a total of accepted armor of 12,824 tons of class A and 4,226 tons of class B; also 8 tests of deck plates and 6 tests of experimental plates.

These experimental plates were submitted for test by the contractors in an effort which they are making, at their own expense of manufacture, to improve the quality of armor. The results of the tests of these experimental plates have not demonstrated any marked improvement, while the number of retests and rejections of plates, representing groups, that have occurred indicate that the specifications are fully up to the state of the art.

Eighty-six lots of projectiles were tested during the last fiscal year. Of these, 21 lots were armor piercing, 27 forged steel, 10 shrapnel, 2 target shell, and the remaining 26 lots represented various calibers of experimental shells.

The tests of armor-piercing projectiles indicated that the requirements of the present specifications have taxed the care and skill of manufacture to their highest development.

Three hundred and twenty cartridge cases of the Naval Gun Factory manufacture were proved during the year, and the failures were so rare as to almost warrant the discontinuance of these tests.

One hundred and eighty-six lots of fuses were tested, 9 of which were experimental, and the difficult problem of obtaining fuses combining a maximum of safety in handling in the gun with proper sensitiveness on striking seems to have been practically solved.

Other experimental work with fuses designed for detonating high explosives in shell fired from guns at high velocities, while showing results that are not as yet conclusive, indicate that a satisfactory final result will be obtained.

Numerous tests of gas-check pads have been made, with the design of developing the best filling materials and envelopes.

Further tests with a gas-expelling device, using but one jet, have been made, with satisfactory results.

Several types of storage cells have been tested for firing batteries, with results promising a solution of what has long been a perplexing difficulty.

Numerous tests have also been made looking to improvements in firing locks, safety devices, etc.

Three hundred and thirty-three samples of powder were proved during the year, of which 187 were reproofs of old powders. As a rule powders on reproof have not shown a material difference in ballistics from the results obtained on original proof.

A device intended to utilize the blast from the gun to lessen recoil was tested, but the test did not indicate that the device is of any value.

An exhaustive set of experiments was conducted with a view to ascertaining the erosive effects of different powders on different metals, which experiments elicited the salient facts that a nitro-cellulose powder stands high in nonerosive qualities and that it is useless to attempt to avoid erosion altogether by the use of a particular metal for the bore of the gun.

A complete set of pressure and strength curves for all guns in the service was calculated, the strength curves being deduced from actual shrinkages, and the pressure curves being based on a formula which has been, in a large measure, verified by means of velocities obtained in actual firing.

Besides the above experimental tests have been made on the question of granulation of smokeless powder, but these tests have not as yet furnished sufficient data on which to base definite decisions on this most important question.

No improvements in the way of public works have been made at the proving ground during the last fiscal year, but the following items, which are included in the Bureau's estimates for the next fiscal year, are considered absolutely necessary:

Storehouse for shell and gun mounts, estimated cost.....	\$20, 500
--	-----------

The necessity for this item is very urgent, since, under present conditions, guns, gun mounts, and armor-piercing shell have to be left entirely exposed to the weather, with the result that they suffer serious and costly deterioration. In the course of a year the expense incident to repairing damages due to lack of this storehouse would foot up to a large fraction of the estimated cost. This estimate includes a 20-ton traveling crane, with 5-ton auxilliary hoist. Without such a crane the necessary building could be erected for about \$14,000.

Paving battery grounds.....	13, 500
-----------------------------	---------

This item has been asked for repeatedly. Its necessity is very real, owing to the character of the land at this place, which in wet weather is deep in mud and in dry weather excessively dusty.

Completion of bomb proof and velocity battery	900
---	-----

This work was begun two years ago, but was given up for want of funds. The work should be completed, in order that advantage may be taken of the new butt which has been erected on the north side of the valley.

POWDER FACTORY.

During the year the output of the smokeless powder factory at Indian Head was 1,001,699 pounds of powder.

All of the nitrocellulose for this powder was made with mixed acid procured by purchase. It is expected in the near future, with the completion of the sulphuric acid plant at this place, that the factory will be independent of outside sources for the supply of mixed acids. Work on this plant is now under way.

No changes of importance have been made in any of the buildings of the smokeless powder factory. New material and apparatus for the solvent recovery plant has been received, and it is hoped that in a few months this part of the factory will be in operation and that a large saving of alcohol will result.

An additional dry house has been completed and is in operation.

The boiler house extension is now being roofed in and is ready for the new boilers.

A second stack has been joined to the uptake of the boilers, and much better results are obtained with the coal consumption.

A new and simple type of thermostat has been installed in the old surveillance magazine, and has proved reliable, making it now possible to subject samples of powder to a sustained fixed temperature through an indefinite period.

Another fixed temperature magazine of three compartments is nearly completed, which will enable the establishing of rates of decomposition of smokeless powder under varying temperatures for a prolonged period.

No loss by fire has occurred during the year at this factory, and no serious accident has happened to any of the employees.

The following recommendations for improvements at this factory have been included in the Bureau's estimates for consideration by the next Congress:

Laboratory annex..... \$4, 500

The laboratory at this place was designed to accommodate four men working at chemical tests and determinations. The work has grown so that 11 laboratorians are kept busy in the one building, and the space is totally inadequate.

During the past year 4,000 complete and partial analyses were made, and outside of routine work many valuable experiments were conducted, principally in the line of stability tests, methods of drying, and methods of analyses of powder and nitrocellulose, and the facts demonstrated by these experiments, which were carried on with the aid of the laboratory, are very valuable. The laboratory annex asked for is urgently required.

Nitro of soda storehouse..... 5, 000

This storehouse contemplates an all-steel shed with cement floor, built on the principle of a railroad sand shed, adequate to store 1,000,000 pounds of nitrate of soda. This material will be piled loose on the floor, and there being absolutely nothing else in the building, loss by fire would be practically impossible.

Ether vault and tank..... 1, 380

The original vault was built for the storage of ether incident to an output amounting to 1,000 pounds of powder per day. The plant has developed to an output of 4,000 pounds per day, and with the present arrangement a considerable loss of ether results. The tank included in the estimates would pay for itself in a short time in the saving of ether now lost.

Pyro storehouse..... 850

This contemplates a plain galvanized-iron house with wooden framing 16 feet by 30 feet by 8 feet high, and is much needed to avoid the storing of large amounts of finished pyro in the working room of the dehydrating house, which has to be done at present.

The Bureau has also included in its estimates for the next fiscal year an appropriation of \$6,500, to be used for the general purposes of clearing underbrush, filling in and caring for the grounds in the vicinity of the powder factory, and for the repair and maintenance of the permanent way of the railroad tracks.

NAVY-YARD, PORTSMOUTH, N. H.

No work other than that of a routine character has been done at this navy-yard during the last fiscal year under the cognizance of this Bureau. A small machine shop has been equipped with motor-driven machine tools, and the ordnance department is now prepared to do all repair work that may be expected under the assignment of the fleet that has been customary in recent years.

NAVY-YARD AND STATION, BOSTON, MASS.

In the last naval bill Congress appropriated \$15,000 for the purchase of machine tools for the ordnance department of this navy-yard. Prior to the installation thus provided for, this ordnance shop had practically no machine tools of any kind. Tools purchased under the appropriation carried in the naval bill of 1906-7, will bring the equipment of the ordnance shop at this yard about on an equality with the machine shop equipment of a first-class battle ship.

During a period of some years this yard was virtually closed, and, especially in the ordnance department, fell into a condition which has required practically complete reequipment. This yard is yearly increasing in importance with the growth of the fleet, and battle ships are now regularly assigned there for docking and repair.

In order to place the ordnance department on a proper footing for the work required a further appropriation of \$39,000 for the purchase of machine tools and equipment has been included in the estimates to be submitted to the next Congress, and the Bureau of Yards and Docks has been requested to include in its estimates the sum of \$100,000 for a new ordnance building.

NITER DEPOT, MALDEN, MASS.

The buildings and grounds are in fairly good condition and the stores, principally niter, carefully preserved.

This material would be of great value in case of war for use in the manufacture of powder, and could not be obtained without difficulty, being contraband of war.

NAVAL MAGAZINE, HINGHAM, MASS.

In the last naval bill Congress appropriated \$200,000 for completing the purchase of land required for this site and for commencing the development of the property as a naval magazine. Purchases of the different parcels of land comprising the entire site are now proceeding, and of the total property 82 acres have been acquired to date. Building operations will be commenced as soon as the titles are acquired, and a further appropriation of \$230,000, completing the limit of cost prescribed by Congress in the naval bill of June 30, 1905, will be included in the estimates to the next Congress.

NAVAL TORPEDO STATION, NEWPORT, R. I.

Work at this station has consisted chiefly of experiments with torpedoes, mines, manufacture and issue of outfits to the service, and instruction to officers and seamen gunners.

The experimental work especially has been of a most valuable nature and has much forwarded the development of the new automobile torpedo.

The new storehouse for torpedo-boat supplies was completed in February, 1906, and has greatly relieved the need that was urgent for more storage space at this station.

The new boathouse was also completed during the year.

The seamen gunners' quarters have been remodeled and a veranda added, contributing greatly to the comfort of the occupants.

On Rose Island an old powder house has been converted into a smokeless-powder dry house, and a gasoline fire pump has been installed.

Minor repairs and alterations have been made to the dwellings, boathouses, etc., at this station and a garbage crematory and manure pit completed.

A Babcock & Wilcox boiler, rated at 208 horsepower, which was no longer needed at the Washington Navy-Yard, was transferred to this station and installed and also a compound Armington & Sims 150-horsepower engine.

A new steam main for heating cottages has been installed, and sewers have all been dug out, examined, and mended where needed.

The problem of water supply at this station is in a most unsatisfactory condition, and it is hoped that some better solution of the difficulty may be found than is now apparent.

The Bureau believes that it is essential to immediately establish at this station a plant of sufficient capacity and equipment to repair and manufacture automobile torpedoes, and with that end in view has submitted an item in its annual estimates amounting to \$150,000.

NAVY-YARD AND STATION, NEW YORK, N. Y.

The ordnance machine shop at this navy-yard has been equipped with new traveling cranes, which work well and have proved both a convenience and an economy.

Besides ordnance repair work done on various vessels there have been manufactured at this yard during the last fiscal year:

Drill guns, ranging from 3-inch to 7-inch.....	51
Sets of the late action dotters.....	12
Sets of Morris tube gear.....	8
Ammunition boxes for ammunition of various calibers.....	10, 600
Shell slings	21, 000
Burster bags	2, 000
Cartridge bags for different calibers.....	14, 800

In consideration of this being the largest ordnance plant of the Navy outside of the Naval Gun Factory, the Bureau has recommended, in its estimates to be submitted to the Secretary, that the salary of the chief clerk of the ordnance department at the New York Navy-Yard be increased.

To provide for the great need of storage at this yard the Bureau of

Yards and Docks has been requested to include in its estimates the sum of \$150,000 for an ordnance storehouse on the ordnance dock.

NAVAL POWDER DEPOT, LAKE DENMARK, NEW JERSEY.

During the last fiscal year the following improvements at this depot have been made:

Standpipe of steel construction, capacity of 180,000 gallons, a pump house with electric pump and connections, and 20 small brick houses for the protection of fire hose at the hydrants have been installed.

Ecco Magneto watchman's clock system installed.

New charging station for compressed-air locomotive installed.

Smokeless-powder drying house extended 12 feet by 20 feet.

Work on clearing, grading, and filling in, continued.

This depot is in a generally satisfactory condition, but at least three additional magazine buildings, with necessary track connections, are required, and the work of clearing, grading, and filling in should be continued to completion. For these purposes an estimate of \$33,000 is included in the Bureau's estimates of the requirements to be submitted to the next Congress. This depot is the main storehouse for the reserve ammunition of the Navy, is admirably located, and its full development is an imperative necessity.

NAVAL MAGAZINE, FORT LAFAYETTE, N. Y.

There being no appropriations available, no improvements were made at this magazine during the last fiscal year. With the exception of the dock and sea wall, for the repair of which an appropriation of \$2,000 was carried in the last naval bill, this magazine is in good condition.

NAVAL MAGAZINE, IONA ISLAND, NEW YORK.

Improvements made at this magazine during the last fiscal year embrace the following:

Steam fire pump purchased and installed, having a capacity of 750 gallons per minute and connected by a 6-inch main to the standpipe.

Six hydrants, of a type reputedly unfreezable, were purchased and installed.

Repairs to administration building were completed.

Main boilers have been overhauled and scaled, and an exhaust head fitted on main exhaust pipe, which has proved very satisfactory.

The ice breaker north of the main wharf, which was nearly destroyed by the ice during the winter of 1904-5, has been put into good condition, and repairs of the south dock are now under way.

Railroad tracks have been extended by sidings and spurs as required.

Telephone and fire-alarm system has been installed with underground conduits, and has proved a useful and economical addition, as well as saving much valuable time in sounding an alarm in case of fire.

Shell house No. 3 has been completed and is in use.

This magazine is of special importance as being the point of sup-

ply for vessels at the largest of the country's navy-yards. While the site is not ideal, it possesses many advantages, and, all the different conditions considered which will have to be satisfied, it is probably as good a location as can be secured in the vicinity of New York. It needs further development to keep in step with the growth of the fleet, and on this account the Bureau has recommended estimates amounting to \$69,950 for the Department's consideration.

NAVY-YARD, LEAGUE ISLAND, PA.

The only work in the nature of improvements that has been done in the ordnance department of this yard during the last fiscal year has been the completion of the installation of machine tools provided for in the naval bill of March 3, 1899. Necessary work in connection with the repair of ships has been done. No improvements are contemplated in the ordnance department of this yard in the near future, except an addition to the ordnance storehouse, which it has been requested be included in the estimates of the Bureau of Yards and Docks at a cost of \$46,000. If this estimate is approved, an estimate for \$7,500 for a traveling crane for use in this storehouse will be submitted.

NAVAL MAGAZINE, FORT MIFFLIN, PA.

During the last fiscal year the following improvements at this magazine have been completed:

New macadamized road extended to northern end of ground.

Sea wall extended southeast of wharf.

Wharf renewed for distance of 400 feet.

Magazine building No. 6 with track connections completed.

Fresh-water system with pipe connections completed.

The acreage at this magazine has recently been extended by the addition of land acquired from the War Department. The main essential in securing this additional land was to protect against trespassers, and especially against the danger of fire, due to such persons. The station is, in a way, isolated, and much of the land is attractive to gunners. An appropriation of \$6,000 for fencing this additional property is absolutely required, and is included in the Bureau's estimates to be submitted to the next Congress.

Further repairs are needed to the wharf and railroad tracks, which are carried on trestles, and an estimate of \$10,000 for this purpose is also included in the Bureau's estimates.

With these improvements provided for, it is not thought that any more than the incidental repairs will be required at this station for some years.

NAVY-YARD, NORFOLK, VA.

The ordnance department of this navy-yard has been improved during the past fiscal year by the addition of a few machine tools, both for metal and wood working, the installation of a small copper-smith's shop and blacksmith's forge, and the completion of the installation of a plant for the manufacture of cartridge bags.

The ordnance department at this yard is now in excellent condition, and it is not contemplated requesting any further improvements dur-

ing the next fiscal year. On account of the importance of this yard and the great increase in work done in the ordnance department to meet the demands of the ships which are sent to this yard for repair and of the new ships which go into commission at this yard, the Bureau recommends that the pay of the chief clerk be raised.

In addition to various repairs the chief items of manufacture in the ordnance department at this yard during the last fiscal year have been :

Cartridge bags of different calibers.....	62, 085
Burster bags	43, 188
Shell slings.....	3, 800
Morris tube outfits	51
Division chests	43

NAVAL MAGAZINE, ST. JULIENS CREEK, VIRGINIA.

During the past fiscal year the following improvements have been made at this magazine :

Four filling houses, with 200 feet of railroad track connections, have been completed.

Two additional filling houses are about 5 per cent completed.

Five thousand square feet of concrete has been laid along the railroad track, the wharf redecked, and 21 lighting poles erected.

There being no naval magazine of any capacity south of Norfolk, the importance of this magazine is evident. With the Department's approval additional land is in process of being acquired under an old appropriation for that purpose, and the Bureau has included in its estimates for the next fiscal year an appropriation for one additional magazine building, which, if provided, should be adequate to meet the demands at this magazine for some years.

The Bureau has also included an estimate for fencing the additional land recently acquired and for installing electric lights, heaters, and a re-forming plant, the power to be supplied from a central power plant at the navy-yard; the total of these estimates amounting to \$33,750.

During the fiscal year there have been prepared at this magazine :

Rounds of fixed ammunition of different calibers.....	111, 255
Charges, of calibers from 5 to 13 inch.....	17, 462
Shells	8, 657

The following ammunition has been broken down for reassembling :

Rounds of fixed ammunition.....	72, 627
Charges, from 5 to 13 inch caliber.....	26, 437

NAVY-YARD, CHARLESTON, S. C.

No work, under the cognizance of this Bureau, has been done at this navy-yard during the past fiscal year.

The Bureau has no machine shop or plant of any kind, but provision for an ordnance building at this yard is included in the estimates of the Bureau of Yards and Docks for this fiscal year.

No estimates under the cognizance of this Bureau will be submitted until it has been developed more fully what will be required at this navy-yard.

NAVY-YARD, PENSACOLA, FLA.

No improvements under the Bureau of Ordnance have been made at the Pensacola Navy-Yard during the past fiscal year.

The only ordnance work performed at this yard has been in connection with manufacturing and handling the range material for great gun target practice.

This Bureau has no building at this navy-yard, but the Bureau of Yards and Docks has been requested to include in its estimates provision for one fireproof two-story building, arranged as a machine shop and storehouse for ordnance, at an estimated cost of \$50,000.

A naval magazine at some point in the Gulf of Mexico appears to this Bureau to be absolutely required as a matter of naval policy. The site of the present small magazine at the Pensacola navy-yard, which was built prior to the civil war, the Bureau does not believe a suitable one at the present day. In the vicinity of Pensacola the Bureau is of the opinion that many good sites, out of the range of gun fire from a hostile fleet and at the same time accessible to vessels of our own Navy, are available, and the Bureau recommends that the question of acquiring a suitable site for a naval magazine somewhere in the Gulf waters be taken up by the Department, there being at this time no naval magazine, properly speaking, south of Norfolk, Va.

NAVAL STATION, KEY WEST, FLA.

This Bureau has no material in the nature of machine tools or stores at this naval station, two wrecking torpedo outfits, which are stored in the magazine at Fort Taylor, being the only ordnance material that has been supplied.

It is not contemplated asking for any appropriation, looking to the ordnance development of this station, of the next Congress.

NAVAL STATION, PORT ROYAL, S. C.

No work has been done in the ordnance department at this station, except for the care and preservation of the small amount of ordnance material which is kept there. No works of improvement were undertaken during the year and none are contemplated.

NAVAL STATION, NEW ORLEANS, LA.

Up to this time no provision in the way of an ordnance storehouse or machine shop has been made at this naval station. The necessity for such a building depends entirely upon what may be the Department's policy in regard to this naval station, and if that policy be to enlarge and fully develop the property, a machine shop and storehouse for ordnance is absolutely required. An estimate for this purpose of \$75,000 has been requested to be included in the estimates of the Bureau of Yards and Docks, its approval being subject to the condition above stated.

No ordnance work of any kind has been done at this station during the past fiscal year.

NAVAL STATION, GUANTANAMO, CUBA.

At this naval station there is as yet no ordnance department, and no work under the cognizance of this Bureau has been done there during the past fiscal year. The experience of the past fiscal year, however, has demonstrated the need of the following buildings at the station under the cognizance of this Bureau:

Storehouse and depot for torpedoes, torpedo outfits, and mines.

Quarters and kitchen for torpedo-boat crews.

Estimates for these buildings are to be included in the annual estimates of the Bureau of Yards and Docks, and they are considered by this Bureau as urgently required in connection with the development of this naval station.

The experience of the past year has also demonstrated the need of certain magazine buildings at this station, and the Bureau has included in its estimates to be submitted to the next Congress the following items:

Two magazine buildings.....	\$15,000
One shell house.....	17,000
One wharf, with clearing, grading, and equipment.....	12,000
One gunners' quarters and office.....	8,500
Total.....	52,500

which it is hoped will receive the approval of the Department.

NAVAL STATION, CULEBRA, W. I.

During the fiscal year the magazine buildings at this station have been put into good condition, and the battery emplacements have been repaired under the Bureau's annual appropriations applicable to such purposes.

No extension of the ordnance property at this station is contemplated nor any work which can not be taken care of by the annual appropriations.

NAVAL STATION, SAN JUAN, P. R.

There is no ordnance shop at this station, and no work has been done in the ordnance department except the handling of stores.

No improvements are recommended at this station under the Bureau of Ordnance during the next fiscal year.

NAVY-YARD, PUGET SOUND, WASHINGTON.

Machine tools purchased under the naval act of July 1, 1902, have been installed in the ordnance machine shops of this navy-yard.

No additional improvements in the ordnance department of this yard are contemplated during the next fiscal year.

The Bureau has included in its annual estimates to be submitted to the next Congress allowance for one clerk in the ordnance office at this yard at a salary of \$1,000 per annum. This is the only navy-yard of any importance in which the ordnance department has no allowance under the "Civil establishment," and it is urgently recommended.

NAVAL MAGAZINE, OSTRICH BAY, WASHINGTON.

During the fiscal year a survey of this magazine site, purchased under the appropriation carried in the naval bill of July 1, 1902, has been made and topographical map completed; also plan looking to the laying out and development of the grounds, and specifications and plans for wharf and two magazine buildings have been made, and steps taken for clearing and grading such portions of the site as are necessary and can be done within the limits of the appropriation.

The necessity for increased magazine facilities on the Pacific coast of the United States is urgent, inasmuch as with the accumulation of a reserve supply of ammunition it will be a matter of policy to keep in store on the west coast such a supply as would be expected to meet the demands of a fleet operating in the Pacific Ocean. The storage facilities on the west coast at present are inadequate at Mare Island, and that is the only magazine on the coast. The appropriation carried in the naval bill referred to (July 1, 1902) is barely more than sufficient to provide for the purchase of land and portion of the clearing and grading and the necessary wharf at Ostrich Bay, and the Bureau has included in its estimates for the next fiscal year the sum of \$152,150 for the development of this property, which it is urgently recommended be favorably considered.

NAVY-YARD, MARE ISLAND, CAL.

With the exception of a few small tools which have been provided and installed and have greatly added to the efficiency of the ordnance department of this navy-yard, the only improvements made have been the installation of traveling cranes in building No. 111.

The ordnance plant at this yard has been worked to its full capacity in every branch.

The present allotment of buildings to the ordnance department at this navy-yard is inadequate, and the Bureau has requested of the Bureau of Yards and Docks that that Bureau include in its estimates to the next Congress the following items for the ordnance department of this yard:

Extension of building No. 111, 140 feet by 60 feet, estimated cost, \$25,000.

The necessity for this extension has been recently emphasized by the fact that the Bureau has had to approve the storing of the ordnance material assembled for the *Milwaukee*, *South Dakota*, and *California* on board the *Relief*.

Fireproof storehouse for paints, oils, etc., estimated cost, \$5,000.

No further improvements in the ordnance department of this yard are contemplated during the next fiscal year.

NAVAL MAGAZINE, MARE ISLAND, CAL.

This magazine was created as a separate department on April 1, 1906, experience having demonstrated the necessity of having a commissioned officer of command rank in immediate charge of each of the large naval magazines.

The separating of magazines at navy-yards from the ordnance

department at the yard proper, while involving a slight increase in the necessary clerical force, has resulted in so much increased efficiency and in so much increased economy in other directions that the net result has been greatly to the advantage of the Government.

In establishing the naval magazine at Mare Island as a separate department a tentative arrangement of the clerical force was put in effect, which has proved by experience inadequate, and the Bureau recommends the allowance of a clerk at this magazine under "Civil establishment" at a salary of \$1,000 per annum, in addition to the present clerical force, which consists of two special laborers, at \$3.28 and \$3.04 per diem, respectively.

The pay rolls and other work handled at the magazines are quite equal to if not greater than in the ordnance department of the navy-yard itself.

In addition to the important work of keeping up supplies of ammunition for the Asiatic Station, there was sent from this magazine on the occasion of the fire following the earthquake at San Francisco 27 pattern D torpedoes with 100 detonators and primers, which were expended in blowing up buildings to stop the progress of flames. Ammunition lighters filled with fresh water were sent to the assistance of the inhabitants, who were temporarily deprived of water, even for drinking.

Owing to the congested condition of the magazine buildings at this magazine, this Bureau, the Secretaries of the Navy and War jointly approving, transferred to the Army in April last 675,180 pounds of brown powder, which it was absolutely necessary to get rid of.

The conditions at this magazine are still very much congested, and the Bureau has included in its estimates a total of \$100,000 to be used for the necessary improvements at this magazine. This recommendation is based upon the opinion that this magazine must for some years be the important powder depot on the west coast, at which the greater part of the ammunition for the Asiatic fleet will be held for shipment.

NAVAL STATION, CAVITE, P. I.

No expenditures have been made at this station in the way of improvements during the last fiscal year, but owing to damages done by a hurricane in the month of September, 1905, it was found necessary to expend about \$9,000 to repair the casemates used at magazines in order to preserve the ammunition stored there.

The necessary routine work in connection with ordnance repairs to the vessels of the Asiatic fleet and supplying their ammunition has been carried on.

The congestion at this magazine and its dangerous proximity to the naval station, as set forth in the last annual report, still obtains. It is hoped, however, that the completion of several buildings at the Olongapo magazine will soon relieve the crowded condition.

NAVAL MAGAZINE AT OLONGAPO NAVAL STATION, P. I.

During the last fiscal year work at the naval magazine under the appropriation July 1, 1904, has been progressing very satisfactorily. The necessary timber and pile pier 100 feet long, 12 feet wide at

inside end, and 24 feet at other end has been completed, and an industrial railway track from the pier end through graded portion of the magazine site has been laid.

Two magazine buildings and one shell house are nearing completion, and the mason work on another shell house has been completed to the height of an eave awaiting the structural steel to be shipped from the United States.

Material for custodian's quarters has been ordered and for the most part delivered.

Out of the appropriation of \$50,000 carried by the act of July 1, 1904, it is expected to complete at this station two magazine buildings, two shell houses, two filling houses, one storehouse for high explosives, custodian's quarters, and quarters for necessary watchmen; also the pier and installation of the railway track. The buildings thus provided will not be sufficient for the purposes of a naval magazine if the magazine at Cavite is abandoned, which, under the Department's present instructions, is the condition contemplated; and the Bureau has included in its estimates to be presented to the next Congress a further appropriation of \$40,000 for the purpose of further extending magazine at Olongapo, including clearing, grading, extension of railway tracks, new buildings, fire system, etc.

With this additional sum the magazine can be put on an efficient footing for immediate necessities.

Abstract of offers for furnishing supplies or services and which were contracted for by the Bureau of Ordnance during the fiscal year ending June 30, 1906, and contracts awarded thereon:

8 10-inch B. L. R. cannon (advertisement of May 27, 1905) :			
Midvale Steel Company	-----each	\$45, 230. 00	
Bethlehem Steel Company	-----do	^a 43, 800. 00	
8 sets gun forgings, various calibers (advertisement of September 11, 1905) :			
Midvale Steel Company	-----per pound	b . 30	
Bethlehem Steel Company	-----do	c . 30	
Crucible Steel Company of America	-----do	d . 29 ⁴³ / ₁₀₀	
6 sets 5-inch gun forgings (advertisement of December 20, 1905) :			
Bethlehem Steel Company	-----per pound	. 30	
Midvale Steel Company	-----do	. 30	
Crucible Steel Company of America	-----do	e . 29	
18 sets 3-inch gun forgings (advertisement of April 2, 1906) :			
Bethlehem Steel Company	-----per pound	. 40	
Midvale Steel Company	-----do	f . 40	

Respectfully,

N. E. MASON,
Chief of Bureau of Ordnance.

The SECRETARY OF THE NAVY.

^a Contract August 1, 1905.

^b Contract (12-inch) October 27, 1905.

^c Contract (8-inch and 10-inch) November 10, 1905.

^d Contract (6-inch and 7-inch) October 26, 1905.

^e Contract February 17, 1906.

^f Contract April 23, 1906.

REPORT OF THE CHIEF OF THE BUREAU OF CONSTRUCTION AND REPAIR.

DEPARTMENT OF THE NAVY,
BUREAU OF CONSTRUCTION AND REPAIR,
Washington, D. C., November 5, 1906.

SIR: In compliance with the Department's instructions, I have the honor to submit the report of the Bureau for the fiscal year ending June 30, 1906, and estimates for appropriations required for the fiscal year ending June 30, 1908.

The estimate marked "A" is for the salaries of certain clerical employees of the Bureau, and is in conformity with previous authorizations for such employees.

The estimate marked "B" is for the construction and repair of vessels at navy-yards and on foreign stations, the purchase of stores, materials, machinery, tools of all kinds, the construction and repair of yard craft, and the performance of all work for the Navy in the line of construction and repair.

It is obvious that the demands upon this appropriation should gradually increase with the increase in the number of vessels in commission. Up to the present time, however, it has been practicable to so adjust the work of general overhauling, maintenance, and repair of vessels as to keep the total amount of this appropriation within the amounts authorized during the past few years.

The estimates marked "B Special" are for the absolutely necessary improvements of construction plants at the several navy-yards and naval stations, it having been found desirable in previous years to include estimates for appropriations of this character which may be specifically devoted to the improvement of the plants, so that such work may not depend entirely upon allotments from the general appropriation, since the casualties in the fleet which could not be foreseen or estimated for may make it impossible to utilize any considerable portion of the general appropriation for plant improvements.

The estimates marked "C" are for the pay of the regular clerical force at the several navy-yards carried on the "Civil Establishment" list, and are identical with the amounts for similar purposes appropriated in the last naval appropriation bill.

The estimate marked "D" covers the amounts required by the Bureaus of Construction and Repair and Steam Engineering for work on new vessels authorized by Congress.

It will be noted that the estimates under this appropriation ("Increase of the Navy, construction and machinery") have materially decreased during the past two years on account of the decrease

in the number of vessels now under construction. This decrease in the appropriation above noted is clearly shown by the following tabular statement:

Amount appropriated for "Increase of the Navy, construction and machinery," for the fiscal year ending June 30, 1906.....	\$30,410,833
Amount appropriated for "Increase of the Navy, construction and machinery," for the fiscal year ending June 30, 1907.....	17,830,829
Estimates for the fiscal year ending June 30, 1908.....	12,713,915

From the above it appears that the amount required to be appropriated under "Increase of the Navy, construction and machinery," for the fiscal year ending June 30, 1908, is more than \$5,000,000 less than that required to be appropriated for similar purposes for the fiscal year ending June 30, 1907, and is only 40 per cent of the amount required under appropriation "Increase of the Navy, construction and machinery," for the fiscal year ending June 30, 1906, this reduction being, as above noted, due to the gradual completion of vessels previously authorized and the tendency of Congress to decrease the amount of new construction.

Estimates, appropriation Construction and Repair, 1907-1908.

ESTIMATE "A."—Salaries.

Detailed objects of expenditures and explanations.	Estimated amount required for each detailed object.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for current fiscal year ending June 30, 1907.
1 chief clerk (appropriated).....	\$2,000		
3 clerks of class 3, at \$1,600 each (appropriated).....	4,800		
1 assistant draftsman, at \$1,400 (appropriated).....	1,400		
1 clerk of class 2, at \$1,400 (appropriated).....	1,400		
3 clerks of class 1, at \$1,300 each (appropriated).....	3,900		
2 clerks of class 1, at \$1,200 each (appropriated).....	2,400		
9 clerks of class E, at \$1,100 each (appropriated).....	9,900		
15 clerks of class E, at \$1,000 each (appropriated).....	15,000		
5 copyists, at \$900 each (appropriated).....	4,500		
1 assistant messenger, at \$720 (appropriated).....	720		
1 laborer, at \$660 (appropriated).....	660		
9 messenger boys, at \$600 each (appropriated).....	5,400		
1 messenger boy, at \$400 (appropriated).....	400		
Total.....		\$52,480	\$52,480

Statement of persons employed under legislative, executive, and judicial act of June 22, 1906 (Stat. L., p. 426), as draftsmen, and for other technical services, and the compensation paid to each under appropriation "Increase of the Navy, construction and machinery," in this Bureau.

	Per diem.	Per annum.	Total.
1 chief draftsman.....	\$9.00	\$2,817.00	\$2,817.00
2 leading draftsmen, each.....	7.52	2,353.76	4,707.52
1 leading draftsman.....	7.04	2,203.52	2,203.52
1 electrical expert aid.....	7.04	2,203.52	2,203.52
3 draftsmen, each.....	6.48	2,028.24	6,084.72
7 draftsmen, each.....	6.00	1,878.00	13,146.00
8 draftsmen, each.....	5.52	1,727.76	13,822.08
6 draftsmen, first class, each.....	5.04	1,577.52	9,465.12
1 electrical expert aid.....	5.04	1,577.52	1,577.52
4 draftsmen, second class, each.....	4.48	1,402.24	5,608.96
3 draftsmen, third class, each.....	4.00	1,252.00	3,756.00
5 draftsmen, fourth class, each (2 temporary vacancies).....	3.60	1,126.80	5,634.00
4 assistant draftsmen, first class, each (2 temporary vacancies).....	3.28	1,026.64	4,106.56
Total.....			75,132.52

ESTIMATE "B."—*Construction and repair of vessels.*

Detailed objects of expenditures and explanations.	Estimated amount required for each detailed object.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for current fiscal year ending June 30, 1907.
For preservation and completion of vessels on the stocks and in ordinary; purchase of materials and stores of all kinds; steam steerers, pneumatic steerers, steam capstans, steam windlasses, and all other auxiliaries; labor in navy-yards and on foreign stations; purchase of machinery and tools for use in shops; carrying on work of experimental model tank; designing naval vessels; construction and repair of yard craft, lighters, and barges for use at home stations; wear, tear, and repair of vessels afloat; general care, increase, and protection of the Navy in the line of construction and repair; incidental expenses for vessels and navy-yards, inspectors' offices, and bureau, such as advertising, foreign postage, telegrams, telephone service, photographing, books, professional magazines, plans, stationery, and instruments for drafting room, eight million dollars: <i>Provided</i> , That no part of this sum shall be applied to the repair of any wooden ship when the estimated cost of such repairs, to be appraised by a competent board of naval officers, shall exceed ten per centum of the estimated cost, appraised in like manner, of a new ship of the same size and like material.....	\$7,900,000	\$7,900,000	\$7,900,000

ESTIMATE "B, SPECIAL."—*Improvement of construction plants.*

Detailed objects of expenditures and explanations.	Estimated amount required for each detailed object.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for current fiscal year ending June 30, 1907.
For repairs to and improvement of plant at navy-yard, Portsmouth, N. H. (appropriated).....	\$15,000	\$15,000	\$15,000
For repairs to and improvement of plant at navy-yard, Boston, Mass. (appropriated).....	20,000	20,000	20,000
For repairs to and improvement of plant at navy-yard, New York, N. Y. (appropriated).....	20,000	20,000	20,000
For repairs to and improvement of plant at navy-yard, League Island, Pa. (appropriated).....	15,000	15,000	15,000
For repairs to and improvement of plant at navy-yard, Norfolk, Va. (appropriated).....	12,000	12,000	12,000
For repairs to and improvement of plant at navy-yard, Charleston, S. C. (appropriated).....	30,000	30,000	.....
For repairs to and improvement of plant at navy-yard, Pensacola, Fla. (appropriated).....	15,000	15,000	15,000
For repairs to and improvement of plant at navy-yard, Mare Island, Cal. (appropriated).....	15,000	15,000	15,000
For repairs to and improvement of plant at navy-yard, Puget Sound, Wash. (appropriated).....	20,000	20,000	20,000
For repairs to and improvement of plant at naval station, New Orleans, La. (appropriated).....	10,000	10,000	10,000
Total.....	172,000	172,000	142,000

ESTIMATE "C."—*Civil establishment.*

Detailed objects of expenditures and explanations.	Estimated amount required for each detailed object.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for current fiscal year ending June 30, 1907.
At navy-yard, Portsmouth, N. H.:			
1 clerk to naval constructor (appropriated).....	\$1,400.00		
2 writers, at \$1,017.25 each (appropriated).....	2,034.50		
At navy-yard, Boston, Mass.:			
1 clerk to naval constructor (appropriated).....	1,400.00		
2 writers, at \$1,017.25 each (appropriated).....	2,034.50		

ESTIMATE "C."—*Civil establishment*—Continued.

Detailed objects of expenditures and explanations.	Estimated amount required for each detailed object.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for current fiscal year ending June 30, 1907.
At navy-yard, New York, N. Y.:			
1 clerk to naval constructor (appropriated)	\$1,400.00		
3 writers, at \$1,017.25 each (appropriated)	3,051.75		
3 clerks, at \$1,200 each (appropriated)	3,600.00		
3 clerks, at \$1,100 each (appropriated)	3,300.00		
At navy-yard, League Island, Pa.:			
1 clerk to naval constructor (appropriated)	1,400.00		
1 writer, at \$1,017.25 (appropriated)	1,017.25		
At navy-yard, Washington, D. C.:			
1 clerk to naval constructor (appropriated)	1,400.00		
At navy-yard, Norfolk, Va.:			
1 clerk to naval constructor (appropriated)	1,400.00		
2 writers, at \$1,017.25 each (appropriated)	2,034.50		
At navy-yard, Charleston, S. C.:			
1 clerk to naval constructor (appropriated)	1,400.00		
At navy-yard, Pensacola, Fla.:			
1 clerk to naval constructor (appropriated)	1,200.00		
1 writer, at \$1,017.25 (appropriated)	1,017.25		
At naval station, New Orleans, La.:			
1 clerk to naval constructor (appropriated)	1,200.00		
At navy-yard, Mare Island, Cal.:			
1 clerk to naval constructor (appropriated)	1,400.00		
2 writers, at \$1,017.25 each (appropriated)	2,034.50		
At navy-yard, Puget Sound, Wash.:			
1 clerk to naval constructor (appropriated)	1,400.00		
1 clerk, at \$1,000 (appropriated)	1,000.00		
1 clerk, at \$900 (appropriated)	900.00		
At naval station, Cavite, P. I.:			
1 clerk to naval constructor (appropriated)	1,400.00		
2 clerks, at \$1,200 each (appropriated)	2,400.00		
Total		\$40,824.25	\$40,824.25

ESTIMATE "D."—*Increase of the Navy: Construction and machinery.*

Detailed objects of expenditures and explanations.	Estimated amount required for each detailed object.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for current fiscal year ending June 30, 1907.
On account of hulls and outfits of vessels and steam machinery of vessels heretofore authorized..... (See joint letter below.)	\$12,713,915	\$12,713,915	\$17,830,829

WASHINGTON, D. C., *October 4, 1906.*

SIR: 1. We submit herewith joint estimate (see estimate sheet "D" and comparative statement herewith) of the amounts required to June 30, 1908, by the Bureau of Construction and Repair and the Bureau of Steam Engineering, under appropriation "Increase of the Navy, construction and machinery," for work on new vessels heretofore authorized by Congress:

Under Bureau of Construction and Repair:

For fiscal year 1907.....	\$15,787,398	
For fiscal year 1908.....	9,659,848	
		\$25,447,246

Under Bureau of Steam Engineering:

For fiscal year 1907.....	5,222,905	
For fiscal year 1908.....	3,054,067	
		8,276,972

Total estimate.....		33,724,218
Balance in the Treasury available to pay on the above July 1, 1906.....		21,010,303
Appropriation required for fiscal year 1908.....		12,713,915

2. This amount, \$12,713,915, is the estimated amount required to be appropriated under "Increase of the Navy, construction and machinery," for the fiscal year ending June 30, 1908, for work on new vessels heretofore authorized by Congress.

Very respectfully,

W. L. CAPPS,
Chief Constructor U. S. Navy, Chief of Bureau.

C. W. RAE,
Engineer in Chief U. S. Navy, Chief of Bureau.

The SECRETARY OF THE NAVY.

IMPROVEMENT OF CONSTRUCTION PLANTS AT NAVY-YARDS.

Extracts from reports of naval constructors at navy-yards would indicate that there is still considerable room for improvement at our various naval stations. Many of these improvements are in the nature of minor changes necessary for the adaptation of existing conditions to meet the requirements of an enlarged fleet. Others involve extensive changes or additions which, though desirable, are not absolutely necessary. So far as concerns the improvement of navy-yard plants directly under the cognizance of this Bureau, it has been possible to meet the most urgent of such demands by economical expenditures from current appropriations. Extensive changes, however, which have in view an increase in the number of dry docks, rebuilding docks which have greatly deteriorated, making improvements to the water front in the nature of sea walls, piers, etc., require specific appropriation by Congress.

With respect to the recommendations of naval constructors for additions to machinery plant, tools, and other appliances for the efficient performance of work under cognizance of the Bureau of Construction and Repair, the Bureau has considered only such as were regarded as absolutely necessary for the proper development of the yard to meet the increasing demands of the fleet, many of the recommendations of the naval constructors being in the nature of desirable rather than absolutely necessary improvements. Especially is this true in the case of recommendations for new buildings which have been submitted from time to time. These new buildings would add greatly to the efficiency and capacity for work of the construction and repair departments at the various navy-yards, but in view of the Department's expressed intention, during several years past, to limit such improvements to those which are absolutely essential, the Bureau has, in the majority of instances, been compelled to disapprove the recommendations of naval constructors for such improvements, and in its recommendations to the Bureau of Yards and Docks for such new construction, has confined itself to such structures only as might be regarded as urgently important in view of the rapid increase in the requirements of the fleet.

DRY DOCKS, PIERS, AND WATER FRONT.

As noted in previous reports, additional dry-dock accommodations, pier facilities, and water front are becoming urgently necessary at many of our naval stations, the most notable instances being New York, N. Y., Portsmouth, N. H., and Norfolk, Va. The absence of suitable pier facilities will make it impracticable to fully utilize the

large new dry dock at the navy-yard, Portsmouth, N. H., even after the removal of Hendersons Point, so that extensions to the dock approaches and suitable wharf frontage in the vicinity are regarded as urgently necessary in order that the dock at that station may be suitably utilized.

The Bureau has, on a previous occasion, invited attention to the inadvisability of relocating the coaling plant at the navy-yard, Portsmouth, N. H., on the quay wall immediately adjacent to the dry-dock entrance. It appears, however, that the necessity for reconstructing this plant in the most economical way made it impracticable to change the location at the present time. The location of this plant, therefore, is such as makes additions to the wharf frontage and pier facilities at this navy-yard matters of the greatest importance.

The completion and utilization of the new stone dry dock at the navy-yard, Boston, Mass., has, during the past year, greatly relieved the difficulties previously existing with respect to docking our large battle ships. It still remains a fact, however, that there are on the whole Atlantic and Gulf coasts only two dry docks in which our largest battle ships can be docked, and one of these (No. 3 dry dock at the navy-yard, New York) has deteriorated to such an extent as to make a general overhauling very necessary in the near future. In fact the rebuilding of this dock in stone and concrete, with an entrance more suited to the requirements of the latest type of battle ships, is a matter which should receive the earliest possible attention.

While the stonework and caisson of the dry dock at the navy-yard, League Island, have been completed, the pumping plant, entrance piers, filling around dry dock, etc., are quite incomplete, and it will be many months, in all probability, before this dock can be utilized in docking large vessels.

The docks now under construction at New York, Norfolk, Charleston, and Mare Island are also incomplete and can not be counted upon for the use of the fleet for some time to come. The lack of suitable docking facilities at Norfolk and Mare Island is especially embarrassing to the Bureau, as no battle ships of any class can be docked at either of these yards.

Congress at its last session made appropriation for an additional dry dock at the navy-yard, Puget Sound, so that the future requirements of that yard with respect to dry docks are fairly well provided for.

Past experiences having demonstrated the very great length of time which must elapse between the appropriation for a dry dock and the completion of such a structure, it is recommended that provision be made for an additional dry dock capable of docking the largest vessels at the navy-yard, Norfolk, Va., and at the navy-yard, Pensacola, Fla.; also that provision be made for enlarging and rebuilding dry dock No. 3 at the navy yard, New York, in order that such rebuilding may be promptly undertaken as soon as dry dock No. 4, now under construction, is available for the docking of battle ships.

It may be noted in this connection that the new dry docks now in course of construction at the navy-yards, Charleston, S. C., Norfolk, Va., and New York, N. Y., can not accommodate battle ships of the general dimensions requisite to meet the requirements of the last naval appropriation bill, unless the length of such battle ships is restricted to about 520 feet. The Department's attention was invited

to this condition at the time the last naval appropriation bill was under consideration by Congress.

In this connection the Bureau begs to point out that, while certain local or other conditions may make a stone and concrete dry dock impracticable, the floating dry dock can never be regarded as a suitable substitute for a stone dry dock, since general repair work can not be nearly so economically conducted on the floating dry dock; heavy weights can be handled only with great difficulty under such circumstances, and the depth of water in the vicinity of most naval stations is such as to compel the mooring of the floating dry dock of large capacity at such a distance from the naval station as will make its utilization for anything but painting and minor repair work quite impracticable.

The Bureau begs to refer to previous reports in relation to the desirability of certain pier and other water-front improvements at the navy-yard, New York. This yard is now, and always has been, the principal repair and supply station of the Navy, and its location as regards accessibility and facility in obtaining labor and supplies of all sorts is such as to render its importance even greater in time of war than in time of peace. It is believed, therefore, that the development of this yard, to meet the increasing demands of the fleet, is a matter of the greatest importance, in order to make it practicable for this station to meet all reasonable requirements in time of war.

The development of the navy-yard, Norfolk, Va., to meet the requirements of the fleet as regards construction and repair, is also recommended for special consideration, and in this connection attention is invited to the Bureau's comments contained in its last annual report with respect to the development of navy-yards, and especially to the following paragraph, the recommendations in which are herewith renewed:

In connection with the location of buildings and the general arrangement of yard plant, it may be noted that storehouses need not be on the water front, except in cases where there is an abundance of water front or pier accommodations available, in which event it may be possible to assign a definite section of the water front for the location of storehouses and for the exclusive use of ships or tenders receiving or discharging stores. With modern systems of transportation it is entirely practicable to transfer promptly large quantities of stores and supplies from more or less remote storehouses to the water front without unusual expense consequent upon the loss of time of a large number of workmen. For repair work on ships, however, involving the service of a large number of mechanics, it is essential that the ships under repair be berthed in the vicinity of the shops in which such repair work is being carried on, since the time consumed by workmen in going to and from the shops is a most important factor in the total cost of such repairs, and the location of certain shops in the vicinity of the water front and dry docks must be carefully considered with reference to the character and quantity of repair work which would probably be performed in such shops. The Bureau is therefore of the opinion that the development of the plant at each navy-yard should be as far as possible along consistent lines, and that, before undertaking any improvements which affect the general efficiency of the yard, they should be considered with reference to their bearing upon the present and future development of the yard.

It is therefore recommended that for each navy-yard a general plan of development of the yard as a whole should be prepared as soon as practicable by a board composed of the commandant, the heads of working departments, and such other officers not attached to the yard as the Secretary of the Navy may consider it advisable to assign to such duty, such plans, when finally considered and approved by the Department and Bureaus concerned, to be subject only to such minor changes as may be necessary in view of new conditions which may have arisen.

In view of the many demands upon the time of the commandant and heads of departments at navy-yards, it is believed that the senior member and recorder of these navy-

yard improvement boards, where practicable, should not be attached to any navy-yard, and that the senior member and recorder should be the same for all boards, so far as may be practicable. The Department has already adopted in substance the recommendations herein made so far as pertains to the development of the navy-yard, New York, and its extension to other yards will enable valuable data to be prepared as a basis upon which the various bureaus concerned can submit recommendation to the Department for its final action and transmission to Congress.

It is believed that the method outlined above will enable the Department to develop navy-yards in an efficient, consistent, and economical manner, and with due regard to probable future expansion.

REPAIRS TO VESSELS AT NAVY-YARDS.

As noted in the last annual report, effort has been made by the Bureaus most directly concerned to systematize repairs to the fleet, in order that there may not be alternating periods of congestion and stagnation of work. So far as has been heretofore practicable, divisions of the fleet and individual vessels have been assigned to the various yards for survey and repair in such manner as will tend to continuity of work without interfering seriously with the movements of the fleet in its fulfillment of the Department's prearranged schedules for maneuvers and target practice. No matter how carefully such distribution of the fleet for repairs is made, however, the exigencies of the service frequently make changes necessary. Also, in order that a battle-ship squadron of adequate size may be kept in commission, it has been necessary to make extensive repairs to some of the ships of the fleet, which under ordinary circumstances would be best performed with the vessels out of commission. The undertaking of large repairs on ships in commission is admittedly undesirable, also uneconomical. The gradual enlargement of the battle-ship fleet by the placing in commission of vessels recently completed will in time permit the carrying out of a more satisfactory programme of repairs and general overhauling, and marked improvement in this respect will undoubtedly develop during the ensuing year.

The Bureau also renews the recommendations contained in its last annual report with respect to the repairs of vessels on foreign stations. The new floating dry dock at Olongapo will permit the docking of our largest vessels on the Asiatic Station. The dock, however, is not supplemented by extensive repair facilities, and only minor repairs to the hull structure and machinery can be undertaken under present conditions; and even for this purpose the mechanics must be transferred temporarily from the naval station at Cavite. Even tho Congress should decide to develop the naval station at Olongapo so as to enable it to meet the ordinary requirements of the fleet in time of war, it is believed that both economy and efficiency will result from carrying out all large repairs and overhauls of naval vessels in navy-yards within the continental limits of the United States whenever practicable, since the qualifications of mechanics usually available in the Philippines are not always of a high order, and the Bureau has had very great difficulty in obtaining an adequate supply of skilled American foremen, quartermen, and leadingmen to meet even the present demands of the situation. In fact, so far as concerns civil employees under the jurisdiction of this Bureau, service in the Philippines does not appear to be attractive, and, as a rule, very much higher pay must be given to men of average ability in order that they may be induced to accept service in the Philippines.

Extensive repair work under such conditions must of necessity be expensive, and recent records of the cost of repairs give ample confirmation of this opinion.

SHIPBUILDING IN NAVY-YARDS.

At its last session Congress authorized an increase in the limit of cost for the vessels building, or authorized to be built, at certain navy-yards. The work of preparation for the building of the colliers *Vestal* and *Prometheus*, at the navy-yards, New York and Mare Island, respectively, has therefore been resumed, and substantial progress toward the construction of these vessels will undoubtedly be made during the ensuing year.

The *Cumberland* and *Intrepid*, building at the navy-yards, Boston and Mare Island, respectively, being very nearly completed at the time of the suspension of work, it will be a matter of only a very short time before these vessels are ready to be placed in commission.

Although the *Louisiana* has been delivered at the navy-yard, Norfolk, and placed in commission during the past year, it was found desirable to have that vessel delivered by the contractors in an incomplete state, so far as concerned the installation of the battery and certain other work dependent upon delivery of material for which the Government was responsible. In the case of the *Connecticut*, however, it was found desirable to delay the commissioning of that vessel until she was practically complete in all respects, with battery on board.

The actual condition of work on the *Connecticut* and *Louisiana* at the time of the delivery of the last named vessel was practically identical so far as concerns all matters unconnected with armor and armament, so that the rapidity of construction of the navy-yard-built vessel may be regarded as fully equal to that of the contract-built vessel. It was fully anticipated that the cost of constructing a battle ship in a navy-yard would considerably exceed that of the sister ship built by contract, the reasons therefor having been heretofore definitely set forth. This anticipation having proved true, the Department requested, and Congress authorized, an increase in the limit of cost on the *Connecticut*, so that the work on that vessel was not unduly delayed by reason of the insufficiency of the original appropriation. The building of the *Connecticut* at the navy-yard, New York, practically within the contract period of completion, is a most creditable achievement when it is realized that, up to that time, no single battle ship or other large vessel for the Navy had been completed within the time provided in the contract for such completion. The building of this vessel has also given the Department very valuable information as to the actual cost of certain classes of work; has trained a very skillful body of men whose services can now be utilized in connection with the fleet collier authorized to be built at the navy-yard, New York, and who are, moreover, available at any time for urgent repair work to the fleet.

As a matter of fact, throughout the construction of the *Connecticut* the services of mechanics ordinarily employed on that vessel were utilized in making repairs to the fleet, so that, had the only question involved been the speedy construction of the vessel, it is more than probable that the time of construction could have been very materially reduced by taking on new men for repair work and making the employment of

mechanics on the *Connecticut* continuous. Such a method, however, would have been uneconomical and would have defeated one of the most useful purposes to be accomplished by reason of the performance of a moderate amount of new construction in navy-yards. One of the specially advantageous features of such new construction is the availability at any time of men employed on such work for service in connection with "emergency" or periodical repairs to the fleet. The Bureau sees no reason to change its opinion, previously expressed, with respect to the relative cost of building new vessels by contract or in navy-yards, the record of many years past indicating clearly that the cost of contract-built vessels should be less than that of similar vessels built in Government navy-yards, by reason of the shorter hours of labor, paid holidays, leave, etc., granted to navy-yard employees. As stated in previous communications, however, it is believed that at least one yard on the Atlantic coast and one yard on the Pacific coast should, when practicable, be given a reasonable proportion of new construction work in order that such yards, one of which on each coast is now suitably equipped, may always be available for any work the Government may desire to undertake therein.

The completion of the *Connecticut* practically within the contract period is especially noteworthy in view of the fact that the yard had to be specially quipped before such construction could be undertaken to advantage and a force of men skilled in such work had, moreover, to be organized and developed. The Bureau is therefore of the opinion that the officers, mechanics, and other employees of the navy-yard, New York, are to be congratulated upon the character, comparative economy, and speed of execution of work connected with the construction of the *Connecticut* at the navy-yard, New York, having due regard to the difficulties under which such work was undertaken and prosecuted. Since certain work necessary to the completion of both vessels will have to be done during the fiscal year 1906-7, it is not practicable at this time to give the exact total cost of the *Connecticut* and *Louisiana*, but it may be stated with assurance that the total cost of the hull and machinery of each vessel will be within the limit as now authorized by Congress.

PERSONNEL.

The Department having in contemplation the appointment of a special board to consider matters relating to the personnel of the corps of naval constructors, all matters relating to that subject will be covered by the report of that board. It may be noted, however, that the proportion of casualties, by reason of death and resignation, continues to be most unfortunately large. The Department's continuance of its liberal policy of many years past in assigning, for a special course of instruction, graduates of the Naval Academy of suitable attainments, with a view to their ultimate transfer to the construction corps to fill vacancies as they become due, will, in time, make the effect of such casualties less serious. The excessive amount of work devolving upon the Bureau during the past few years, combined with the limited number of officers available for such work and the numerous casualties, has resulted in the gradual impairment of the vitality, and, in some instances, complete physical breakdown, of officers whose serv-

ices were especially valuable by reason of their long service and extensive experience. The conditions existing, however, are such as will probably be greatly ameliorated as soon as those officers recently transferred and now in course of preparation for such transfer to the construction corps have gained suitable experience in their profession and can assume their full share of work and responsibility.

Although the number of vacancies existing in the Construction Corps at the end of the fiscal year was six, it did not appear to be practicable to assign more than three graduates of the Naval Academy, of suitable sea experience and academic standing, for a course of instruction with a view to ultimate transfer to the Construction Corps, the Bureau recognizing the very great demand for the services of such officers in connection with the placing in commission vessels recently completed or about to be completed. It is hoped, however, that hereafter it will be practicable for the Department to assign each year a sufficient number of graduates of the Naval Academy of suitable attainments for the above noted purpose, with a view to filling the vacancies in the Construction Corps as soon as possible.

The Bureau also continues to be embarrassed by the resignation of civil employees, not only at the Bureau but at navy-yards and in the offices of superintending constructors. This matter has been brought to the attention of the Department by indorsement and otherwise at various times, and the recommendation contained in the Department's last annual report indicates that it is in full sympathy with the establishment of some system by which a reasonably adequate reward may be offered to the most deserving of the civil employees of the Navy Department for long, faithful, and efficient service.

The Government would then be enabled to retain in its service civilians whose long terms of office, varied experience, and superior attainments, either in a clerical or technical capacity, render their services much more valuable than is indicated by their present compensation. It is believed that reasonable provision for the promotion and retention in the public service of the best qualified and most faithful of the civilian employees of the Department would result in an increase in efficiency, the value of which to the Government would be far in excess of the increased appropriation necessary to provide such modest increase in compensation as might be determined upon for such employees.

NEW DESIGN AND EXPERIMENTAL WORK.

During the past year the Bureau has been engaged in the development and completion of general plans for the *South Carolina* and *Michigan* class; also a large number of tentative plans in connection with battle ship design.

Preliminary work has also been begun upon the designs of a battle-ship to fulfill the following requirements as contained in the act making appropriations for the naval service, approved June 29, 1906:

That, for the purpose of further increasing the naval establishment of the United States, the President is hereby authorized to have constructed by contract or in navy-yards as hereinafter provided one first-class battle ship, carrying as heavy armor and as powerful armament as any known vessel of its class, to have the highest practicable speed and greatest practicable radius of action, and to cost, exclusive of armament and armor, not exceeding six million dollars.

Work on designs for three torpedo-boat destroyers has also been commenced, and a large amount of miscellaneous design work has been undertaken or completed in connection with smaller vessels, yard craft, etc. Constant developments in material affecting warship construction, as well as changes in opinion as to the best type of battle ship, render the preparation of a satisfactory design of war ship exceedingly difficult, and since the Bureau must not only keep abreast of developments in naval design but anticipate such developments as far as possible in order that full advantage may be taken thereof in its design work, the technical force under its control is always kept very actively employed.

One of the greatest aids to the Bureau in the development of new designs is the experimental model basin, which has been in continuous operation throughout the year.

The act authorizing the construction of this tank was as follows:

Model Tank, Navy-Yard, Washington, D. C.—For making plans, examining and preparing the ground and other preliminary work toward the construction of a model tank, with all buildings and appliances, to be built upon the grounds of the navy-yard at Washington, District of Columbia, under the Bureau of Construction and Repair of the Navy Department, which shall conduct therein the work of investigating and determining the most suitable and desirable shapes and forms to be adopted for United States naval vessels, seven thousand five hundred dollars; *Provided*, That upon the authorization of the Secretary of the Navy, experiments may be made at this establishment for private shipbuilders, who shall defray the cost of material and of labor of per diem employees for such experiments: And provided further, That the results of such private experiments shall be regarded as confidential, and shall not be divulged without the consent of the shipbuilder for whom they may be made. (Naval act of June 10, 1896.)

Private concerns continue to avail themselves more and more of the facilities of the model basin, and work done for such concerns, at their expense, as provided by law, was nearly one-sixth of the work of the model testing during the year. As evidencing the appreciation of the work of the basin, the Bureau quotes below from a letter from the superintending engineer of a steamship company for which experiments with several models were made during the year:

I desire to express my appreciation for the very excellent work which the model basin has done for us, and to thank you for granting us permission to have these tests made. We feel quite sure that the results obtained from these tests will enable us to build a more satisfactory ship than we could possibly have done otherwise.

While it is difficult and hardly appropriate to judge by financial standards work which is largely of a scientific nature, it is unquestionable that during the past fiscal year, as in former years, this establishment has amply justified its existence and maintenance and has made a return to the Department of much greater equivalent value than its cost. The cost of maintenance, and the making and testing of models for the Bureau, was, for the year, less than \$25,000. Investigations with relation to the under-water form of the *South Carolina* class, and the new destroyers, which were undertaken and largely developed during the year, would alone more than justify the total expenditure for maintenance of the tank, although the cost of these investigations was only a small part of the total work performed, and the entire cost of maintenance of the tank was less than one-third of one per cent of the total cost of a single battle ship. The finally accepted model of the *South Carolina* and *Michigan* will result in a gain of speed for those vessels, under trial conditions, due to improved

under-water form, of about one-half a knot, as compared with preceding vessels of the same size, whose lines were developed in the earlier stages of work at the model basin, and were themselves much superior to the lines of still earlier battle ships which were designed before experimental work in the model basin was practicable.

For our earlier battle ships for which speed premiums were provided, the rate of premium was \$25,000 for each increase of one-fourth of a knot. If this were applied to the *South Carolina* and *Michigan* it would amount to about \$100,000 for the two vessels.

From careful and systematic experiments made during the year, the Bureau will be able to adopt for the new destroyers a type of after body which will practically permit the speed of the flat-stern type to be maintained, but will result in distinctly superior seagoing qualities, the flat-stern type not being well adapted to rough water. Hitherto, the flat-stern has been regarded as essential to high speed, and was therefore adopted for vessels of the destroyer type. Three vessels of the destroyer type were authorized by the last naval appropriation bill at a total cost for hull and machinery of \$750,000 each. On the conservative assumption that, with their improved seagoing capabilities, they will be only one per cent more valuable than similar vessels previously designed, the Department will gain in these three vessels an increase in efficiency equivalent to the total sum expended during the year for the entire work of the experimental model basin.

VESSELS SURVEYED.

The vessels named in the following table have been surveyed and repairs authorized during the past fiscal year:

Name.	Where surveyed.	Date of survey.	Estimated cost of repairs
Ajax.....	Norfolk.....	Mar. 9, 1906	\$62,594.00
Alabama.....	New York.....	Jan. 2, 1906	11,525.00
Albany.....	Puget Sound.....	Mar. 28, 1906	26,019.00
Alert.....	Mare Island.....	Jan. 11, 1906	5,278.00
Alice.....	Norfolk.....	May 8, 1906	3,405.00
Alvarado.....	do.....	Apr. 10, 1906	5,005.00
Amphitrite.....	Pensacola.....	July 17, 1905	13,797.00
Annapolis.....	Mare Island.....	Feb. 21, 1906	6,815.00
Arethusa.....	Norfolk.....	Feb. 17, 1906	17,908.00
Do.....	do.....	Aug. 25, 1905	26,425.00
Arkansas.....	do.....	Nov. 16, 1905	14,224.00
Atlanta.....	do.....	Oct. 14, 1905	7,314.00
Bainbridge.....	Cavite.....	Oct. 31, 1905	15,000.00
Barry.....	do.....	do.....	15,000.00
Bennington.....	Mare Island.....	Feb. 17, 1906	60,591.00
Boston.....	do.....	June 12, 1906	8,138.00
Brooklyn.....	New York.....	Oct. 23, 1905	13,925.00
Brutus.....	Norfolk.....	Feb. 13, 1906	17,390.00
Cesar.....	do.....	Jan. 23, 1906	19,767.50
Castine.....	Portsmouth.....	Oct. 28, 1905	30,709.00
Do.....	do.....	Jan. 10, 1906	6,015.00
Celtic.....	Puget Sound.....	Aug. 10, 1905	3,800.00
Charleston.....	Norfolk.....	Oct. 2, 1905	5,808.00
Chauncey.....	Cavite.....	Oct. 31, 1905	24,000.00
Chicago.....	Puget Sound.....	Oct. 10, 1905	7,681.00
Cleveland.....	Boston.....	Feb. 1906	16,854.00
Colorado.....	New York.....	Aug. 10, 1905	10,240.00
Columbin.....	do.....	Nov. 18, 1905	3,690.00
Do.....	League Island.....	May 9, 1906	21,652.00
Dale.....	Cavite.....	Oct. 31, 1905	20,000.00
Decatur.....	do.....	do.....	20,000.00
Des Moines.....	Boston.....	Feb. 1906	11,718.00
Dixie.....	League Island.....	Nov. 10, 1905	34,319.00
Dolphin.....	Boston.....	Oct. 21, 1905	8,643.00

Name.	Where surveyed.	Date of survey.	Estimated cost of repairs.
Eagle.....	Portsmouth.....	July 25, 1905	\$6,019.00
Farragut.....	Mare Island.....	July 18, 1905	3,660.00
Do.....	do.....	June 4, 1906	5,250.00
Florida.....	League Island.....	Oct. 24, 1905	8,167.84
Glacier.....	Boston.....	Nov. 28, 1905	14,659.00
Gloucester.....	Pensacola.....	Mar. 10, 1906	18,180.00
Hannibal.....	Norfolk.....	Jan. 27, 1906	3,403.50
Do.....	Portsmouth.....	June 23, 1906	5,080.00
Helena.....	Cavite.....	May 2, 1906	15,000.00
Hist.....	Boston.....	Feb. 2, 1906	9,388.00
Hopkins.....	League Island.....	Nov. 1, 1905	4,845.00
Hull.....	do.....	Oct. 25, 1905	10,333.00
Illinois.....	Boston.....	Dec. 1905	4,771.00
Do.....	do.....	do.....	9,339.00
Indiana.....	New York.....	Dec. 4, 1905	63,825.00
Iowa.....	Norfolk.....	Jan. 19, 1906	3,497.00
Do.....	do.....	Dec. 20, 1905	12,509.00
Isla de Cuba.....	Portsmouth.....	Sept. 8, 1905	18,282.00
Isla de Luzon.....	Pensacola.....	Mar. 12, 1906	12,101.17
Kearsarge.....	New York.....	July 18, 1905	3,553.00
Do.....	League Island.....	Jan. 3, 1906	40,141.00
Kentucky.....	Norfolk.....	Oct. 19, 1905	20,607.00
Do.....	New York.....	Jan. 25, 1906	5,755.00
Lawton.....	Mare Island.....	Oct. 17, 1905	12,460.00
Do.....	do.....	June 23, 1906	3,926.00
Maine.....	New York.....	July 3, 1905	8,441.00
Do.....	do.....	Dec. 15, 1905	6,815.00
Marblehead.....	Mare Island.....	Nov. 15, 1905	4,572.00
Marcellus.....	Norfolk.....	June 23, 1906	5,538.00
Maryland.....	New York.....	Oct. 14, 1905	5,815.00
Massachusetts.....	do.....	Feb. 26, 1906	^a 785,445.00
Mayflower.....	do.....	July 11, 1905	38,490.00
Miantonomah.....	League Island.....	Dec. 28, 1905	5,816.00
Minneapolis.....	New York.....	Jan. 25, 1906	13,563.00
Missouri.....	Boston.....	Dec. 21, 1905	5,243.00
Do.....	do.....	June 1906	5,404.00
Monterey.....	Cavite.....	June 4, 1906	38,825.00
Montgomery.....	League Island.....	Oct. 3, 1905	6,782.00 ^b
Do.....	do.....	Nov. 18, 1905	3,485.00
Do.....	do.....	Oct. 19, 1905	5,410.00
Nanshan.....	Cavite.....	May 7, 1906	18,373.00
Nero.....	Norfolk.....	Nov. 14, 1905	5,579.00
Do.....	do.....	Nov. 23, 1905	900.00
Nevada.....	League Island.....	Oct. 25, 1905	11,187.00
Newark.....	Norfolk.....	Apr. 12, 1906	14,107.50
New York.....	Boston.....	Nov. 10, 1905	549,293.00
Nina.....	New York.....	Mar. 16, 1906	5,892.00
Oregon.....	Puget Sound.....	June 26, 1906	^b 221,495.00
Osceola.....	Pensacola.....	Apr. 23, 1906	4,921.50
Pennsylvania.....	New York.....	Sept. 18, 1905	10,525.00
Petrel.....	Mare Island.....	Aug. 1905	7,084.00
Portsmouth.....	New York.....	Jan. 27, 1906	8,615.00
Potomac.....	Portsmouth.....	July 27, 1905	7,374.00
Sandoval.....	Norfolk.....	Apr. 12, 1906	5,512.00
Saturn.....	Mare Island.....	May 7, 1906	3,248.00
Severn.....	Norfolk.....	Feb. 28, 1906	6,319.00
Shubrick.....	do.....	Aug. 8, 1905	6,157.00
Solace.....	Mare Island.....	Mar. 3, 1906	58,321.00
Standish.....	New York.....	Sept. 27, 1905	10,251.00
Sterling.....	League Island.....	Aug. 5, 1905	23,896.00
Stewart.....	Norfolk.....	Nov. 4, 1905	4,351.00
Supply.....	Mare Island.....	Jan. 17, 1906	9,810.00
Sylvia.....	Norfolk.....	Nov. 17, 1905	6,184.00
Tacoma.....	New York.....	Oct. 31, 1905	6,703.00
Terror.....	League Island.....	Jan. 2, 1906	11,189.00
Texas.....	Norfolk.....	Nov. 13, 1905	16,732.00
Do.....	Boston.....	May 15, 1906	3,712.00
Thornton.....	Norfolk.....	Aug. 18, 1905	5,898.50
Topeka.....	Portsmouth.....	Apr. 17, 1906	23,000.00
Truxtun.....	Norfolk.....	July 13, 1905	3,658.00
Unadilla.....	Mare Island.....	Feb. 7, 1906	8,971.65
Vixen.....	Pensacola.....	Dec. 28, 1905	9,801.50
Wasp.....	Boston.....	Feb. 1906	8,842.00
West Virginia.....	New York.....	Sept. 18, 1905	8,005.00
Whipple.....	Norfolk.....	Aug. 14, 1905	4,331.00
Do.....	do.....	Apr. 13, 1906	5,971.00
Wyoming.....	Mare Island.....	Jan. 23, 1906	66,068.00
Yankee.....	New York.....	Aug. 11, 1905	3,255.00

^a Being revised.^b Under consideration.

STEEL INSPECTION.

The total quantity of steel inspected by the Bureau during the fiscal year ended June 30, 1906, was 118,634,251 pounds, of which 53,109,526 pounds were passed and shipped for incorporation into naval vessels under construction or repair. The distribution of this material among the several districts into which the inspection work is divided, as well as the quantities rejected for various causes, percentage of rejection, etc., are given in the table below:

Summary of work performed by steel inspectors under the Bureau of Construction and Repair for the eastern and western districts during the fiscal year ended June 30, 1906.

	Eastern district.	Western district.	Total.
Total amount of steel rolled and inspected.....pounds..	26,049,702	92,584,549	118,634,251
Amount rejected for physical tests.....do.....	1,267,319	5,914,193	7,181,512
Percentage rejected for physical tests.....	4.86	6.39	6.05
Amount rejected for chemical tests.....pounds..	385,522	562,071	947,593
Percentage rejected for chemical tests.....	1.48	.61	.80
Amount rejected for surface defects.....pounds..	5,257,809	31,212,069	36,469,878
Percentage rejected for surface defects.....	20.18	33.71	30.74
Amount rejected for all causes.....pounds..	6,910,650	37,688,333	44,598,983
Percentage rejected for all causes.....	26.52	40.71	37.59
Scrap.....pounds..	5,017,483	15,908,259	20,925,742
Total amount of material accepted and shipped.....do.....	14,121,569	38,987,957	53,109,526

The following table shows the distribution of the material among the vessels building:

Detailed statement of shipments for each vessel from the eastern and western districts for the fiscal year ended June 30, 1906.

Name of vessel, etc.	Eastern district.	Western district.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Birmingham.....	199,627	2,763,686	2,963,313
California.....	76,132	13,635	89,767
Charleston.....		6,550	6,550
Chester.....	211,541	2,701,669	2,913,210
Connecticut.....	26,600	2,450	29,050
Georgia.....	105,248	27,180	132,428
Idaho.....	714,902	763,473	1,478,375
Kansas.....	347,591	113,848	461,439
Louisiana.....	10,093	4,497	14,590
Minnesota.....	197,547	90,963	288,510
Mississippi.....	798,827	759,581	1,558,408
Montana.....	1,040,841	7,318,914	8,359,755
Nebraska.....	48,523	44,021	92,544
New Hampshire.....	809,848	5,746,131	6,555,979
New Jersey.....	10,159	799,613	809,772
North Carolina.....	1,067,116	7,338,525	8,405,641
Rhode Island.....	1,424	1,680,907	1,682,331
Salem.....	179,277	2,672,960	2,852,237
South Dakota.....	26,120	13,640	39,760
St. Louis.....	115,506		115,506
Submarine Torpedo Boats Nos. 9, 10, 11, and 12.....		122,062	122,062
Tennessee.....	58,777		58,777
Vermont.....	45,848	38,302	84,150
Virginia.....	75,620	39,925	115,555
Washington.....	32,141	7,172	39,313
Navy-yard contracts and requisitions.....	7,922,251	3,458,953	11,381,204
Miscellaneous.....		2,459,300	2,459,300
Total.....	14,121,569	38,987,957	53,109,526

Orders for material requiring inspection were distributed among the following manufacturers:

EASTERN DISTRICT.

American Iron and Steel Manufacturing Company.....	Reading, Pa.
American Iron and Steel Manufacturing Company.....	Lebanon, Pa.
American Press Steel Company.....	Manatawny, Pa.
American Steel Foundries.....	ThurLOW, Pa.
Atha, Benjamin & Co.....	Harrison, N. J.
Baldt Steel Company.....	New Castle, Del.
Bethlehem Steel Company.....	South Bethlehem, Pa.
Camden Forge Company.....	Camden, N. J.
Caskey, Wm., & Son.....	Philadelphia, Pa.
Crown Smelting Company.....	Chester, Pa.
Central Iron and Steel Company.....	Harrisburg, Pa.
Crucible Steel Company of America.....	Harrison, N. J.
Delaware Marine Supply Manufacturing Company.....	Wilmington, Del.
Diamond State Steel Company.....	Wilmington, Del.
Eynon-Evans Manufacturing Company.....	Philadelphia, Pa.
Frankford Chain Works.....	Philadelphia, Pa.
Hendrick Brothers.....	Newark, N. J.
Hoopes & Townsend Company.....	Philadelphia, Pa.
Longmead Iron Company.....	Conshohocken, Pa.
Lukens Iron and Steel Company.....	Coatsville, Pa.
Midvale Steel Company.....	Nicetown, Pa.
McCullough Iron Company.....	Wilmington, Del.
Penn Iron Company.....	Lancaster, Pa.
Philadelphia Forge Company.....	Philadelphia, Pa.
Pennsylvania Galvanizing Company.....	Philadelphia, Pa.
Phoenix Iron Company.....	Phoenixville, Pa.
Pennsylvania Steel Company.....	Steelton, Pa.
Penn Steel Casting and Machine Company.....	Chester, Pa.
Reading Steel Casting Company.....	Reading, Pa.
Seaboard Steel Casting Company.....	Chester, Pa.
Sweet Steel Company.....	Williamsport, Pa.
Tioga Steel and Iron Company.....	Philadelphia, Pa.
Tindel-Morris Company.....	Eddystone, Pa.
United Galvanizing Company.....	Philadelphia, Pa.
Wood Brothers, J., Company.....	Conshohocken, Pa.
Wood, Alan, Iron and Steel Company.....	Conshohocken, Pa.
Worth Brothers Company.....	Coatesville, Pa.

WESTERN DISTRICT.

American Bridge Company.....	Ambridge, Pa.
Cambria Steel Company.....	Johnstown, Pa.
Carbon Steel Company.....	Pittsburg, Pa.
Carnegie Steel Company (Homestead Steel Works).....	Munhall, Pa.
Carnegie Steel Company (Upper Union Mills).....	Pittsburg, Pa.
Carnegie Steel Company (Lower Union Mills).....	Pittsburg, Pa.
Carnegie Steel Company (Clark's Mills).....	Pittsburg, Pa.
Carnegie Steel Company (Clairton Mills).....	Clairton, Pa.
Carnegie Steel Company (Valley Mills).....	Youngstown, Ohio.
Crucible Steel Company of America (Park Mills).....	Pittsburg, Pa.
Driggs-Seabury Ordnance Corporation.....	Sharon, Pa.
Fort Wayne Rolling Mill Company.....	Fort Wayne, Ind.
Jones and Laughlin Steel Company.....	Pittsburg, Pa.
"Long-Arm" System Company.....	Cleveland, Ohio.
Mesta Machine Company.....	Pittsburg, Pa.
Monongahela Iron and Steel Company.....	Pittsburg, Pa.
National Tube Company.....	McKeesport, Pa.
Pittsburg Copper and Rolling Mills.....	Pittsburg, Pa.
Pittsburg Galvanizing Company.....	Pittsburg, Pa.
Ritter-Conley Manufacturing Company.....	Leetsdale, Pa.
Sheet Metal Manufacturing Company.....	Niles, Ohio.

The following is a list of the officers and inspectors engaged upon the inspection of steel under this Bureau:

EASTERN DISTRICT.

Chief Carpenter L. L. Martin, U. S. Navy, inspector in charge; headquarters, post-office building, Philadelphia, Pa.

Assistant inspectors, J. E. Rettig, C. H. Davis, J. B. Fry, J. T. Callaghan, jr., R. P. Hodgson, I. F. De Lany, Ed. A. Gage.

Copyist (clerk) T. F. Maccabe.

WESTERN DISTRICT.

Chief Carpenter E. W. Craig, U. S. Navy, inspector in charge; headquarters, Homestead Steel Works, Munhall, Pa.

Chief Carpenter L. S. Warford, U. S. Navy, assistant to inspector.

Assistant inspectors, W. B. Canfield, L. C. Martin, B. H. Brown, W. S. Davis, J. B. Norris, W. D. Clowes, J. A. O'Brien, L. B. Mattis, J. C. Wickersham.

Special laborers (clerks), C. E. Frechafer, Asher Walter, J. L. Sherck.

ADDITIONS TO THE NAVY.

The additions to the effective force of the Navy by the completion of vessels building under contract and at navy-yards are listed in the table below. They consist of the battle ships *Louisiana*, *New Jersey*, *Rhode Island*, and *Virginia*, armored cruiser *Pennsylvania*, protected cruisers *Charleston* and *St. Louis*, gunboat *Paducah*, and torpedo boat *Blakely*.

Statement of data relative to trials and acceptance of vessels added to the Navy since the last annual report.

Name of vessel.	Type.	Date of trial.	Speed required by contract.	Speed obtained on trial.	Date of preliminary acceptance.	Date of final acceptance.	By whom built.
Georgia.....	Battle ship...	1906. June 14	Knots. 19	Knots. 19.26			Bath Iron Works.
Louisiana.....	do.....	1905. Dec. 14	18	18.82	1906. May 21		Newport News Co.
New Jersey.....	do.....	1906. Mar. 29	19	19.18	May 12		Fore River Co.
Rhode Island.....	do.....	1905. Nov. 11	19	19.01	Feb. 12		Do.
Virginia.....	do.....	Nov. 23	19	19.01	May 5		Newport News Co.
Nebraska.....	do.....	1906. July 17	19	19.06			Moran Bros. Co.
Colorado.....	Armored cruiser.	1904. Oct. 24	22	22.24	1905. Jan. 10		Win. Cramp & Sons.
Maryland.....	do.....	1905. Jan. 27	22	22.41	Apr. 18		Newport News Co.
Pennsylvania.....	do.....	1904. Nov. 23	22	22.44	Mar. 9		Wm. Cramp & Sons.
Tennessee.....	do.....	1906. Feb. 12	22	22.16	1906. July 11		Do.
Washington.....	do.....	Apr. 12	22	22.27			New York Shipbuilding Co.

Statement of data relative to trials and acceptance of vessels added to the Navy since the last annual report—Continued.

Name of vessel.	Type.	Date of trial.	Speed required by contract.	Speed obtained on trial.	Date of preliminary acceptance.	Date of final acceptance.	By whom built.
West Virginia ...	Armored cruiser.	1904. Nov. 2	<i>Knots.</i> 22	<i>Knots.</i> 22.15	1905. Feb. 23	.....	Newport News Co.
Charleston.....	Protected cruiser.	1905. June 29	22	22.04	Aug. 31	.....	Do.
St. Louis.....	do.....	1906. May 17	22	22.13	1906. Aug. 14	.....	Neafie & Levy.
Milwaukee.....	do.....	July 27	22	22.22	.....	.....	Union Iron Works.
Dubuque.....	Gun boat.....	1905. May 11	12	12.90	1905. May 31	1906. Apr. 26	Gas Engine and Power Co.
Paducah.....	do.....	Aug. 16	12	12.85	Aug. 31	Apr. 26	Do.
Blakely.....	Torpedo boat.	1904. July 22	^a 24	24.15	1904. Sept. 14	1905. Aug. 23	Geo. Lawley & Son.

^a Modified contract.

Vessels dropped from the Navy.

Name.	Type.	Status.	Disposition.	Appraised value.
Bancroft.....	Gunboat.....	Regular navy.....	Transferred to the Treasury Department June 30, 1906.	.....
Oriole.....	Sailing ship.....	do.....	Ordered to be sold Feb. 27, 1906.....	\$5,000
Zafiro.....	Transport.....	do.....	Ordered to be sold Jan. 11, 1906.....	27,000

Vessels building for the increase of the Navy are listed in the following tables, which include all those authorized by law, with the exception of one gunboat, for the Great Lakes, authorized in 1898, three torpedo boats, and one battle ship (No. 28) appropriated for by the last Congress.

Vessels building under contract.

Name.	By whom building.	Estimate of—		Contract time.	Expiration of contract time.
		Degree of completion, July 1, 1906.	Probable date of completion.		
BATTLE SHIPS.		Per cent.		Months.	
Nebraska.....	Moran Bros. Co.....	95.16	Mar. 15, 1907	36	Mar. 7, 1904
Georgia.....	Bath Iron Works.....	97.47	Sept. 15, 1906	36	Feb. 18, 1904
Vermont.....	Fore River Shipbuilding Co..	88.50	Feb. 11, 1907	42	Dec. 20, 1906
Kansas.....	New York Shipbuilding Co..	85.20	Apr. 1, 1907	42	Dec. 16, 1906
Minnesota.....	Newport News Shipbuilding Co.	91.44	Feb. 1, 1907	42	Dec. 20, 1906
Mississippi.....	Wm. Cramp & Sons.....	59.86	June 15, 1907	38	Mar. 25, 1907
Idaho.....	do.....	58.07	Sept. 1, 1907	40	May 25, 1907
New Hampshire.....	New York Shipbuilding Co..	48.00	Apr. 1, 1908	38	Feb. 27, 1908
South Carolina.....	Wm. Cramp & Sons.....	0.00	Dec. 21, 1909	41	Dec. 21, 1909
Michigan.....	New York Shipbuilding Co..	0.00	Nov. 20, 1909	40	Nov. 20, 1909
ARMORED CRUISERS.					
California.....	Union Iron Works.....	94.00	Feb. 1, 1907	36	Jan. 10, 1904
South Dakota.....	do.....	91.80	Mar. 1, 1907	36	Do.
Tennessee.....	Wm. Cramp & Sons.....	99.75		42	Aug. 9, 1906
Washington.....	New York Shipbuilding Co..	99.00		42	Aug. 10, 1906
North Carolina.....	Newport News Shipbuilding Co.	50.50	Mar. 1, 1908	36	Jan. 3, 1908
Montana.....	do.....	44.72	May 1, 1908	36	Do.

Vessels building under contract—Continued.

Name.	By whom building.	Estimate of—		Contract time.	Expiration of contract time.
		Degree of completion, July 1, 1906.	Probable date of completion.		
PROTECTED CRUISERS.					
St. Louis.....	Neafie & Levy Ship and Engine Building Co.	Per cent. 98.77		Months 36	Mar. 11, 1904
Milwaukee.....	Union Iron Works.....	96.10	Nov. 1, 1906	36	Apr. 17, 1904
SCOUT CRUISERS.					
Chester.....	Bath Iron Works.....	36.88	Aug. 1, 1908	36	May 4, 1908
Birmingham.....	Fore River Shipbuilding Co..	38.40	Mar. 1, 1908	30	Nov. 17, 1907
Salem.....	do.....	39.30	June 1, 1908	34	Mar. 17, 1908
SUBMARINE TORPEDO BOATS.					
Octopus.....	Fore River Shipbuilding Co..	75.90	Feb. 1, 1907	18	Sept. 6, 1906
Viper.....	do.....	62.00	Mar. 1, 1907	18	Do.
Cuttlefish.....	do.....	72.30	Jan. 15, 1907	18	Sept. 15, 1906
Tarantula.....	do.....	59.00	Apr. 15, 1907	18	Do.

Vessels building at navy-yards.

Name	Where building.	Estimate of—		Con- struc- tional period.	Expiration of con- structional period.
		Degree of com- pletion, July 1, 1906.	Probable date of com- pletion.		
BATTLE SHIP.					
Connecticut.....	Navy-yard, New York, N. Y..	<i>Per cent.</i> 97.41	^a Sept. 29, 1906	<i>Months.</i> 41	Mar. 15, 1906
TRAINING SHIPS.					
Cumberland ^b	Navy-yard, Boston, Mass.....	95.00	.....	20	May 1, 1905
Intrepid ^b	Navy-yard, Mare Island, Cal.	97.50	.....	20	Do.
COLLIERS.					
Vestal ^c	Navy-yard, New York, N. Y.	.....	July 1, 1909	.....	.....
Prometheus ^d	Navy-yard, Mare Island, Cal.	.....	do	.....	.....
SEAGOING TUGS.					
Patapsco.....	Navy-yard, Portsmouth, N. H.	.....	Dec. 1, 1907	.....	.....
Patuxent.....	Navy-yard, Norfolk, Va.....	.....	do	.....	.....

^a Estimated date of commission.^b Work suspended during year, pending Congressional action as to additional appropriation to complete.^c Formerly Erie.^d Formerly Ontario.**VESSELS LAUNCHED SINCE THE LAST ANNUAL REPORT.**

The following is a list of vessels launched since June 30, 1905, together with the date of launching:

Vessel.	Launched.	Vessel.	Launched.
Idaho.....	Dec. 9, 1905	Vermont.....	Aug. 31, 1905
New Hampshire.....	June 30, 1906	Mississippi.....	Sept. 30, 1905
Kansas.....	Aug. 12, 1905	Cuttlefish.....	Sept. 1, 1906

NEW VESSELS AUTHORIZED.

BATTLE SHIPS.

The plans and specifications of first-class battle ships No. 26, *South Carolina*, and No. 27, *Michigan*, authorized by act of Congress approved March 3, 1905, were completed and advertisement issued on March 28, 1906. The contract for the *South Carolina* was placed with the William Cramp & Sons Ship and Engine Building Company, Philadelphia, Pa., July 21, 1906, at a price of \$3,540,000, to have the Department's design of engines installed, and be completed in forty-one months. The contract for the *Michigan* was placed with the New York Shipbuilding Company, Camden, N. J., July 20, 1906, at a price of \$3,585,000, to have the Department's design of engines installed, and to be completed in forty months.

The general dimensions and features of each vessel are as follows:

Length on load water line.....	450 feet.
Breadth, extreme, at load water line.....	80 feet, 2½ inches.
Displacement on trial, not more than.....	16,000 tons.
Mean draft to bottom of keel at trial displacement not to exceed....	24 feet, 6 inches.
Total coal bunker capacity, about.....	2,200 tons.
Coal carried on trial.....	900 tons.
Feed water carried on trial.....	66 tons.

The hull is to be steel throughout, in accordance with the "specifications for the Inspection of Steel and Iron for the Hull and Hull Fittings for Vessels of the U. S. Navy," edition 1906.

Armament:

Main battery—

Eight 12-inch breech-loading rifles.

Two submerged torpedo tubes.

Secondary battery—

Twenty-two 3-inch (14-pounder) rapid-fire guns.

Two 3-pounder semiautomatic guns.

Eight 1-pounder semiautomatic guns.

Two 3-inch field pieces.

Four machine guns, .30 caliber.

The above-described battery complete will be mounted as follows:

The 12-inch guns in pairs, in four electrically-controlled, balanced, elliptical turrets, on the center line, two forward and two aft, each with an arc of fire of about 270 degrees.

The secondary battery of 3-inch, 3-pounder, and minor caliber guns enumerated above will be installed with large unobstructed arcs of fire. Arrangements will be made whereby the 3-inch guns on upper and superstructure decks can be quickly and conveniently dismounted, housed, and secured.

Two torpedo tubes and accessories will be installed in submerged torpedo room forward. Directing stations will be installed, also all necessary bench marks in connection therewith.

Armor and similar protection.—The hull is protected by a water-line belt 8 feet in width and with a maximum thickness of 12 inches, the armor extending for a length of about 326 feet amidships.

Tapered casemate armor of a maximum thickness of 10 inches will extend from the forward to the after barrette.

Triangular athwartship armor 11 inches thick will be fitted between the slope of the protective deck and the extension of the flat protective deck at the after end of the belt. An athwartship armored bulkhead will be fitted, extending entirely across the ship between the upper

platform and the protective deck at the forward end of the belt, 10 inches thick throughout. An athwartship casemate armored bulkhead will be fitted between the shell plating and barbettes and between the berth and main decks at the ends of the side casemate armor, 8 inches thick throughout.

Four barbettes will be fitted. The bow barbette extends from the protective deck to about 4 feet above the upper deck. The forward midship barbette extends from the protective deck to a height about 12 feet above the upper deck. The after midship barbette extends from the protective deck to about 12 feet above the main deck. The stern barbette extends from the protective deck to about 4 feet above the main deck.

The conning-tower armor will be 12 inches thick, with a door 6 inches thick. An armored tube, 36 inches inside diameter, will extend from the base of the conning tower to the protective deck.

One torpedo-directing station will be fitted near the conning tower.

Teak backing will be fitted behind all side and turret armor; other armor will be fitted without backing.

Twelve-inch turrets will be armored with a 12-inch front plate, the side and rear plates to be 8 inches thick, top plate $2\frac{1}{2}$ inches thick.

There is a complete protective deck fitted from bow to stern, the thickness varying from $2\frac{1}{2}$ to $7\frac{1}{2}$ inches, according to location.

Cellulose.—The cofferdams forward and abaft casemate and belt armor and the space between berth and sloping protective deck inside of cofferdam will be packed with cellulose.

Ammunition.—The magazines and shell rooms are so arranged that about one-half the total supply of ammunition will be carried at each end of the ship.

Magazine bulkheads adjacent to heated compartments, such as firerooms, engine rooms, and dynamo rooms, are arranged with ventilated air spaces.

Ammunition supply.—The ammunition for 3-inch and smaller guns will be conveyed by hoists directly from the ammunition passages to the deck on which it is required, or as near that as possible. These hoists will be driven by electric motors and will be arranged to deliver, as required, from 8 to 12 pieces per hoist per minute.

The number of hoists will be as follows: Twelve hoists for 3-inch, 3-pounder, and 1-pounder combined, and sufficient whip hoists.

The turret guns will have regular turret ammunition hoists, operated by electric power; these hoists leading directly from the handling rooms or the ammunition passages to the turrets. The handling rooms will be isolated from the turrets. The turret ammunition-hoist motors and controlling appliances will be installed under the specifications of the Bureau of Ordnance.

For transporting 12-inch and 3-inch ammunition, torpedoes, and war heads, trolleys and tracks will be fitted in the magazines, handling rooms, passages, and shell rooms.

Propelling machinery.—The engines will be of the vertical, twin-screw, four-cylinder, triple-expansion type, of a combined indicated horsepower of 16,500, and arranged for outboard turning propellers when going ahead. The steam pressure will be 265 pounds in the high-pressure valve chest. The stroke will be 4 feet. The cylinder diameters will be sufficient for the required indicated horsepower at about 125 revolutions per minute, and no live steam shall be used in the receivers on any full-power trial. Each engine will be located in

a separate water-tight compartment. They will be provided with all the necessary auxiliaries and accessories in accordance with practice.

There will be 12 water-tube boilers, fitted with superheaters, placed in three water-tight compartments. The type of boiler will be as approved by the Bureau of Steam Engineering. There will be 1,050 square feet of grate and not less than 46,750 square feet of heating surface, of which 4,675 square feet will be superheater. The working pressure will be 295 pounds. The length of grates will be about 6 feet 9 inches. The steaming capacity will be such that all steam machinery on board can be run at full power with an average air pressure in the firerooms of not more than 2 inches of water.

All the necessary auxiliaries and accessories will be provided for the efficient working of the boilers.

There will be two smoke pipes, each 100 feet high above the base line.

Sixty-six tons of fresh water will be carried on trial in the double bottom or in reserve tanks for use of the water-tube boilers.

Auxiliary steam machinery.—The following auxiliary steam machinery of approved make and design, in addition to that pertaining to the main engines and dependencies, is to be supplied and installed complete: Steering engine; windlass engine; ash-hoist engines for each fireroom; evaporating plant, to consist of not less than three units, having a total capacity of 16,500 gallons of fresh water per day; a distilling apparatus capable of condensing at least 16,500 gallons of water per day; dynamo condensers, and an air-compressor plant.

The vessel is to be heated with steam throughout.

Electric plant and other equipment requirements.—The vessel shall be lighted throughout by electricity. The electric plant will be of not less than 800 kilowatt capacity, all in one dynamo room (no unit to be less than 200 kilowatt capacity), driven by either reciprocating engines or turbines.

There will be fitted all the usual means of interior communication, such as quarters and office calls, fire alarms, voice tubes, telephones, telegraphs, and indicators, general-alarm gongs, warning signals, fireroom timing apparatus, electric log, turret-hoist indicators, etc., all complete with bells, buzzers, gongs, annunciators, etc.

Electric auxiliaries.—With the exception of the auxiliaries previously mentioned to be operated by steam, all power on board the vessel will be electric, as, for instance, refrigerating plant with a cooling effect of 4 tons of ice per 24 hours, boat cranes, deck winches, turret-turning motors, ventilation-blower motors, forced-draft blowers, etc.

All main compartments of the ship below the gun deck, except the coal bunkers, will be provided with forced ventilation, there being not less than 17 blowers, with a combined capacity of not less than 100,000 cubic feet per minute. Special attention must be given to spaces subject to habitually high temperatures, such as engine rooms, firerooms, and dynamo rooms. The ventilation system will be designed to cut the minimum number of water-tight bulkheads. All blowers will be electrically operated.

The coal bunkers will be arranged with satisfactory reference to the rapid and efficient supply of coal to the firerooms and have a maximum capacity of about 2,200 tons. There will be provided for coaling not less than 5 winches, 10 booms, wire spans, with the necessary whips, and all necessary fixed chutes, scuttles, hatches, and other openings.

There will be 2 billboards and 3 hawse pipes, 2 hawse pipes to be so designed that stockless anchors may be stowed in them. There will be 3 heavy anchors, 1 of navy type and 2 of stockless type, and the usual small anchors. Anchor windlass, with vertical spindle wildcats, anchor davits, securing and tripping gear, controllers, ring-bolts, riding bitts, cleats, pad eyes, and other fittings, will be provided.

The following boats, supplied by the Government, will be carried, adequate provision being made for their convenient stowage and handling, 2 electrically operated boat cranes, the necessary boat davits, adjustable boat chocks, and all necessary fittings being provided for this purpose:

Two 40-foot steam cutters.

Two 36-foot sailing launches.

Two 30-foot sailing cutters.

Two 28-foot sailing cutters.

Two 30-foot whaleboats.

Two 20-foot dinghies.

And life rafts and collapsible boats as may be required.

The arrangement of quarters provides ample accommodations for the following complement, viz:

A commanding officer.

Eighteen wardroom officers.

Eighteen junior officers.

Fourteen warrant officers.

Not less than 818 men, including 60 marines.

Provision will be made for carrying not less than three months' allowance of provisions and six months' allowance of clothing and small stores.

A complete drainage and flooding system will be provided.

Plumbing fixtures will be in accordance with the latest approved practice for all bathrooms, lavatories, water-closets, and other spaces.

There will be a bridge both forward and aft, built according to the latest practice. On the forward bridge will be fitted a screen of brass. There will also be a brass charthouse and emergency cabin suitably located.

There will be steel masts forward and aft, each utilized as part of the boat crane and fitted with searchlight platforms. Masts to be arranged for wireless telegraphy. There will be one signal yard on each mast, a battle gaff on the mainmast, and a lookout platform on foremast.

There will be, approximately, 13 sliding water-tight doors, which will be worked, on an approved system, by power. All other doors and hatches throughout the vessel, as well as all fittings which can be satisfactorily standardized, will be generally in accordance with standard plans that have been or may be adopted by the Department.

The following is the summary of weights to be carried on trial:

	Tons.
Guns, mounts, magazine equipments, ammunition and ordnance stores, etc....	1,118
Steam engineering complete, with water in boilers, condensers, piping, etc., and stores, etc., reserve fresh water for steaming purposes, and coal (normal supply)	2,543
Officers, crew, and effects, provisions, clothing, and small stores, etc., boats and outfits, masts, spars, miscellaneous stores, equipment outfit complete, including electric plant, anchors, chains, stores, etc.....	823
Total protection, including armor, armor backing, armor bolts, splinter bulkheads, and cellulose, but exclusive of protective deck	4,047

Progress of work on vessels under construction.
[Taken from reports of superintending constructors.]

Name of vessel.	Name of superintending constructor.	Contract signed.	Expiration of contract period.	Contract time extended to.	Lines laid-d.	First hull material ordered.	Keel laid.	First frame erected.	First large casting received.
Virginia.	A. W. Stahl.	Feb. 15, 1901	Feb. 15, 1904	May 5, 1906	Feb. 26, 1902	Oct. 14, 1901	May 21, 1902	Aug. 27, 1902	Mar. 31, 1902
N. S. Jorga.	R. M. Watt.	do.	do.	May 12, 1906	May 28, 1903	May 21, 1901	Apr. 2, 1902	Do.	Do.
Trade Island.	do.	do.	do.	Feb. 12, 1906	do.	May 1, 1902	May 31, 1901	Do.	Do.
Georgia.	H. G. Gillmor.	Feb. 18, 1901	Feb. 18, 1904	Sept. 18, 1906	Feb. 18, 1902	Mar. 12, 1901	Aug. 4, 1902	Do.	Do.
N. S. Jorga.	T. F. Ripen.	Mar. 7, 1901	Mar. 7, 1904	June 23, 1906	Dec. 3, 1901	June 6, 1901	July 4, 1902	Do.	Do.
Connecticut.	W. J. Baxter.	do.	do.	do.	Nov. 2, 1902	Oct. 1, 1902	Mar. 10, 1903	Do.	Do.
Leedsburg.	A. W. Stahl.	Oct. 15, 1902	Mar. 15, 1906	May 21, 1906	Nov. 5, 1902	Nov. 5, 1902	Feb. 7, 1903	Feb. 28, 1903	June 8, 1904
Kansas.	J. H. Linnard.	June 10, 1903	Dec. 10, 1906	do.	Jan. 20, 1904	Sept. 10, 1903	Feb. 7, 1904	Mar. 24, 1904	June 15, 1903
Vermont.	R. M. Watt.	June 20, 1903	Dec. 20, 1906	Feb. 11, 1907	Oct. 1, 1903	July 29, 1903	May 21, 1904	May 28, 1904	Do.
Missouri.	A. W. Stahl.	do.	do.	do.	June 25, 1903	July 2, 1903	Oct. 27, 1903	Nov. 2, 1903	Do.
Mississippi.	J. H. Linnard.	Jan. 25, 1904	Mar. 25, 1907	do.	Feb. 6, 1904	Feb. 15, 1904	May 12, 1904	June 30, 1904	June 6, 1904
Idaho.	do.	do.	May 25, 1907	do.	do.	do.	do.	do.	do.
New Hampshire.	do.	Dec. 27, 1903	Feb. 27, 1908	do.	Dec. 27, 1904	Jan. 27, 1905	May 1, 1905	do.	Do.
Martha.	do.	do.	do.	do.	do.	do.	do.	do.	do.
South Carolina.	J. G. Tawney.	Jan. 10, 1901	Jan. 10, 1904	Dec. 31, 1906	May 3, 1902	Apr. 10, 1901	May 7, 1902	July 28, 1902	Apr. 14, 1902
California.	do.	do.	do.	Jan. 31, 1907	do.	do.	Sept. 20, 1902	Oct. 25, 1902	Apr. 24, 1902
South Dakota.	J. H. Linnard.	Feb. 9, 1901	Aug. 9, 1906	do.	Feb. 16, 1903	Feb. 4, 1903	June 20, 1903	Aug. 26, 1903	July 1, 1903
Tennessee.	do.	Feb. 10, 1903	Aug. 10, 1906	do.	June 25, 1903	Mar. 17, 1903	Sept. 23, 1903	Oct. 29, 1903	Sept. 23, 1903
Washington.	A. W. Stahl.	Jan. 3, 1905	Jan. 3, 1908	Jan. 8, 1908	Jan. 21, 1905	Jan. 11, 1905	Apr. 21, 1905	May 13, 1905	Do.
North Carolina.	do.	do.	do.	do.	do.	do.	Apr. 29, 1905	May 13, 1905	Do.
Montana.	J. H. Linnard.	Mar. 11, 1901	Mar. 11, 1904	July 11, 1906	Mar. 1, 1902	May 21, 1901	July 31, 1902	Sept. 29, 1902	Feb. 10, 1902
St. Louis.	A. W. Stahl.	Mar. 30, 1901	Mar. 30, 1904	June 9, 1905	Sept. 17, 1901	Aug. 26, 1901	Jan. 30, 1902	Apr. 28, 1902	Do.
Charleston.	J. G. Tawney.	Apr. 17, 1901	Apr. 17, 1904	Sept. 7, 1906	Dec. 6, 1902	Sept. 11, 1901	July 30, 1902	Dec. 13, 1902	July 7, 1902
Massachusetts.	E. L. Fernald.	July 6, 1903	Mar. 6, 1905	July 6, 1905	July 13, 1903	June 30, 1903	Sept. 22, 1903	Do.	Do.
Pennsylvania.	Elliot Shaw.	do.	do.	do.	do.	do.	do.	do.	do.
Connecticut.	H. A. Evans.	May 4, 1905	May 4, 1908	do.	Aug. 15, 1905	Aug. 4, 1903	Jan. 21, 1904	Mar. 9, 1904	Do.
Delaware.	H. G. Gillmor.	May 17, 1905	Nov. 17, 1907	Nov. 25, 1907	May 11, 1905	May 25, 1905	Sept. 25, 1905	Nov. 20, 1905	Mar. 7, 1906
Chesapeake.	R. M. Watt.	do.	Mar. 17, 1908	Mar. 25, 1908	do.	May 15, 1905	Aug. 14, 1905	Aug. 31, 1905	Nov. 10, 1905
Birmingham.	do.	do.	do.	do.	do.	do.	Aug. 28, 1905	Sept. 4, 1905	Do.
Salem.	Lloyd Barkson.	July 29, 1897	Jan. 29, 1899	do.	do.	do.	Mar. 21, 1898	Do.	Do.
Stratford.	J. D. Butler.	July 30, 1897	Jan. 30, 1899	do.	do.	do.	July 14, 1898	Do.	Do.
Goldsborough.	W. J. Baxter.	Sept. 26, 1898	Sept. 26, 1899	do.	do.	do.	Dec. 27, 1898	Do.	Do.
O'Brien.	do.	do.	do.	do.	do.	do.	do.	do.	Do.
Prometheus.	do.	do.	do.	do.	do.	do.	do.	do.	Do.
Vestal.	R. M. Watt.	Mar. 6, 1905	Sept. 6, 1906	Dec. 27, 1906	May 13, 1905	May 10, 1905	Aug. 3, 1905	Aug. 10, 1905	Sept. 21, 1905
Ocotopus.	do.	do.	do.	Nov. 3, 1906	do.	do.	Sept. 5, 1905	Sept. 23, 1905	Aug. 31, 1905
Viper.	do.	do.	do.	Nov. 17, 1906	do.	do.	Aug. 30, 1905	Sept. 13, 1905	Sept. 21, 1905
Cuttlefish.	do.	do.	do.	do.	do.	do.	Sept. 5, 1905	Sept. 20, 1905	Nov. 13, 1905
Tarantula.	do.	do.	do.	do.	do.	do.	do.	do.	Do.
Palapso.	do.	do.	do.	do.	do.	do.	do.	do.	Do.
Paluxent.	do.	do.	do.	do.	do.	do.	do.	do.	Do.

a Work suspended during year.

Progress of work on vessels under construction—Continued.

Name of vessel.	First large casting erected.	First armor plate fitted.	First compartment tested.	Vessel launched.	Dock trial.	Official trial.	Estimated degree of completion July 1, 1906.	Vessel delivered to Government.	Date of first commission.
Virginia.....	Feb. 18, 1903	Dec. 11, 1903	Mar. 16, 1903	Apr. 5, 1904	July 25 to 28, 1905.	Nov. 21 to 23, 1905.	<i>Per cent.</i>	Apr. 25, 1906	May 7, 1906
New Jersey.....	Oct. 18, 1902	Mar. 7, 1904	July 7, 1903	Nov. 10, 1904	Feb. 15, 1906	Mar. 29, 1906		May 12, 1906	May 12, 1906
Rhode Island.....	Oct. 25, 1902	Nov. 11, 1903	Aug. 10, 1903	May 17, 1904	July 22, 1905	Nov. 11, 1905		Feb. 12, 1906	Feb. 19, 1906
Georgia.....	Jan. 28, 1903	Apr. 5, 1904		Oct. 11, 1904	Apr. 10 and 11, 1905.	June 13 to 14, 1906.	97.47		
Nebraska.....	Apr. 19, 1903	Mar. 11, 1904	Mar. 10, 1904	Oct. 7, 1904	May 8, 1906		95.16		
Connecticut.....	July 28, 1903	Apr. 23, 1904		Sept. 29, 1904			97.41		
Louisiana.....	June 23, 1903	Apr. 22, 1904	Oct. 7, 1903	Aug. 27, 1904	Aug. 8 to 11, 1905.	Dec. 12 and 13, 1905.		May 21, 1906	June 2, 1906
Kansas.....	July 20, 1904	Nov. 30, 1904	Aug. 30, 1904	Aug. 12, 1905			85.20		
Vermont.....	July 5, 1904	Feb. 7, 1905	Mar. 2, 1905	Aug. 31, 1905			88.52		
Minnesota.....	Oct. 31, 1903	Sept. 23, 1904	July 2, 1904	Apr. 8, 1905			91.44		
Mississippi.....	Sept. 16, 1904	Mar. 2, 1905	Mar. 31, 1905	Sept. 20, 1905			50.86		
Idaho.....	Dec. 8, 1904	Apr. 29, 1905	Apr. 27, 1905	Dec. 9, 1905			58.07		
New Hampshire.....	Aug. 11, 1905	Oct. 27, 1905	Sept. 14, 1905	June 30, 1906			48.00		
Michigan.....									
South Carolina.....	July 29, 1902	Oct. 10, 1903	Oct. 7, 1903	Apr. 28, 1904	Jan. 30 to Feb. 8, 1906.		94.00		
California.....	Oct. 30, 1902	Oct. 23, 1903	Nov. 30, 1903	July 21, 1904	Mar. 20 to 27, 1906.		91.80		
South Dakota.....	Sept. 22, 1903	July 14, 1904	Apr. 12, 1904	Dec. 3, 1904	Aug. 23 and 24, 1905.	Feb. 12, 1906	99.75		
Tennessee.....	Feb. 26, 1904	Aug. 10, 1904	Apr. 5, 1904	Mar. 18, 1905	Dec. 11, 1905	Apr. 11 and 12, 1906.	90.00		
Washington.....									
North Carolina.....	June 22, 1905	Nov. 23, 1905	Oct. 6, 1905				50.50		
Montana.....	Aug. 8, 1905	Jan. 23, 1906	Nov. 6, 1905				44.72		
St. Louis.....	Aug. 5, 1902	May 7, 1904	Dec. 18, 1903	May 6, 1905	Oct. 30 and 31, 1905.	May 16 and 17, 1906.	98.77		
Charleston.....	Sept. 16, 1902	Apr. 15, 1903	Feb. 16, 1903	Jan. 23, 1904	May 9, 1905	June 28, 1905		Aug. 30, 1905	Oct. 17, 1905
Milwaukee.....	Dec. 6, 1902	Feb. 10, 1904	Dec. 9, 1903	Sept. 10, 1904	Feb. 13 to 20, 1906.		96.10		
Packinab.....	Nov. 24, 1903			Oct. 11, 1904		Aug. 15 and 16, 1905.		Aug. 31, 1905	Sept. 2, 1905
Chamberland.....	Mar. 30, 1904			Aug. 17, 1904			95.00		
Intrepid.....	Jan. 27, 1904			Oct. 8, 1904			97.50		
Chester.....	June 5, 1906	May 24, 1906	May 1, 1906				86.88		
Birmingham.....	Apr. 6, 1906	June 6, 1906					38.38		
Salent.....	Mar. 15, 1906	May 3, 1906	May 23, 1906				39.29		

Progress of work on vessels under construction—Continued.

Name of vessel	First large casting erected.	First armor plate fitted.	First compartment tested.	Vessel launched.	Dock trial.	Official trial.	Estimated degree of completion July 1, 1906.	Vessel delivered to Government.	Date of first commission.
Stringham				June 10, 1899		Nov. 5 and 6, 1903	Per cent.	Nov. 27, 1903	Nov. 7, 1905
Goldsworthy				July 29, 1899		Mar. 30, 1905		Jan. 21, 1902	
O'Brien				Sept. 24, 1900		July 31 to Aug. 6, 1904.		Aug. 14, 1903	July 15, 1905
Promethes									
Vestal									
Octopus	Oct. 4, 1905		Jan. 9, 1906				75.94		
Viper	Nov. 29, 1905		Mar. 29, 1906				62.00		
Cuttlefish	Dec. 13, 1905		Feb. 21, 1906				72.34		
Tarantula	Jan. 4, 1906		May 23, 1906				50.02		
Palapso									
Patuxent									

^a Vessel delivered to the Government incomplete.

REPORTS AS TO NAVY-YARDS AND NAVAL STATIONS.

NAVY-YARD, PORTSMOUTH, N. H.

The officers on duty in the construction and repair department during the year, and the duties performed by each, were as follows:

Naval Constructor George H. Rock, U. S. Navy, in general charge from July 21, 1902.

Assistant Naval Constructor William B. Fogarty, U. S. Navy, assistant to the naval constructor, in charge of requisitions, supplies, and inspections, and supervising repairs to vessels as directed, from June 8, 1905.

Chief Carpenter Joseph B. Fletcher, U. S. Navy, assistant to the naval constructor, assisting in inspections and surveys and in repairs on certain vessels as directed, from March 14, 1904.

Chief Carpenter Wilbur F. Stevenson, U. S. Navy, assistant to the naval constructor, assisting in inspection of supplies and in certain repairs to vessels as directed, from February 7, 1906.

Acting Carpenter Thomas O. Covell, U. S. Navy, under training for the duties of carpenter, from March 20, 1905. Detached December 4, 1905.

The number of master workmen, foremen, and quartermen in charge allowed in the construction and repair department is 7.

The maximum number of men employed during the year was 457, the minimum 394, the average 418.

Minor repairs were executed on the following vessels, all of which repairs have been completed:

Nezinscot, Sioux, Southery, Mayflower, Eagle, Potomac, Lebanon, Arethusa, Topeka, and Hannibal.

Important alterations were made on the following vessels:

U. S. N. A. *Lebanon*, U. S. S. *Don Juan de Austria*, U. S. S. *Isla de Cuba*, U. S. S. *Castine*, and U. S. S. *Topeka*.

Vessels, etc., built or building under appropriation "Construction and Repair:"

Ferry launch No. 663, 77 feet long, 19 feet 6 inches beam, ordered March 27, 1905; 95 per cent completed; estimated date of completion September 1, 1906.

Water barge No. 17.—Construction authorized October 14, 1905; 20 per cent completed; estimated date of completion, January 1, 1907, provided the necessary information in connection with the machinery is received at an early date.

Boats.—Seven steam cutters, 40-foot and under, and 22 other boats ordered prior to July 1, 1905, and 3 steam cutters and 7 other boats ordered subsequent to July 1, 1905, have been completed.

Six steam cutters, 1 ferry launch (gasoline power), and 23 other boats ordered during the year, and 2 steam cutters ordered prior to July 1, 1905, are in process of construction. Twelve steam cutters and 21 other boats have been shipped during the year.

Articles of furniture, equipage, and stores have been manufactured or are in process of manufacture for the *Castine, Dolphin, Eagle, Hannibal, Isle de Cuba, Lebanon, Mayflower, Nezinscot, Potomac, Sioux, Southery, and Topeka* at this yard, and for the following ships elsewhere: *Chester, Connecticut, Dubuque, Georgia, Idaho, Louisiana,*

Minnesota, New Jersey, Paducah, Rhode Island, Sterling, St. Louis, Tennessee, Vermont, Virginia, and Washington.

Camp stools and camp chairs, ditty boxes, life buoys and spare parts, blocks, cooperage, etc., have been made and turned into store.

The following vessels were docked during the fiscal year in dry dock No. 2 and hauled out on the ways in the Franklin ship house.

The old floating dry dock has been under repairs and out of use during the entire year.

In dry dock No. 2.

Ship.	Docked.	Undocked.	In dock.
			<i>Days.</i>
Potomac and coal barges 79, 80, and 89.....	July 10, 1905	July 15, 1905	5
Southery.....	July 26, 1905	July 29, 1905	3
Eagle.....	Aug. 1, 1905	Aug. 5, 1905	4
Don Juan de Austria, Isla de Cuba, and Nezinscot.....	Aug. 9, 1905	Nov. 16, 1905	99
Isla de Cuba.....	Nov. 22, 1905	Nov. 23, 1905	1
Topeka, Sioux, and Castine.....	Nov. 25, 1905	Dec. 12, 1905	17
Castine.....	Dec. 21, 1905	Apr. 2, 1906	102
Isla de Cuba (to get under dock crane—not landed).....	Apr. 2, 1906	June 5, 1906	64
Hannibal.....	June 12, 1906	June 30, 1906	18
Total of 16 vessels.....			313

In Franklin ship house.

Boat.	Hauled in.	Hauled out.	On ways.
			<i>Days.</i>
Commandant's barge, No. 254.....	Nov. 17, 1905	May 5, 1906	169
Captain of yard's launch, No. 162.....	do.	do.	169
Ferry launch No. 663, launched and then hauled on ways.....	May 26, 1906	(a)	(a)

^a Now on ways.

Important changes or improvements in construction and repair plant completed or in progress during the year, including a statement of the condition of the work under construction and repair buildings authorized but not yet completed:

(a) *Outside shipfitter shop.*—This building was completed by the contractors in the early spring, and the new plate furnace installed by Bureau of Construction and Repair during the winter. All the machines in this shop have been converted to, or purchased with, electric motor drive, and all are now installed and in operation. The new plate and the old angle furnaces and the new bending slab have been installed and are in use.

(b) *Cooper and block shop.*—Separate electric motor drive has been installed for all the machines in this building, and the interior has been rearranged to gain space in connection with the removal of the old line shafting, etc.

(c) *Boat shop.*—The electric motors are being delivered and a few have been installed for converting all the machines in this building to separate electric motor drive.

(d) *Timber basin.*—The new timber basin has been completed and is in use.

(e) *Dry dock No. 2.*—This dry dock has been in constant use, although so far only for small vessels. The docking keel blocks are being installed and the quay walls, each side of the entrance to the dock, are practically completed, except the filling behind the walls.

(f) *Floating dry dock*.—Two preliminary tests have been made of this dock after extensive repairs and alterations; but so far the dock does not work satisfactorily.

(g) The construction and repair 225-kilowatts generating set was turned over to yards and docks on January 13, and later the two construction and repair 100-kilowatts sets were shipped to Cavite. The new 2,200 cubic feet air compressor obtained on construction and repair requisition also was directed turned over to yards and docks and is now being installed in the yards and docks power house.

The following is a statement of work reported to the Bureau necessary in the coming fiscal year to complete or continue work on the construction plant to meet the necessities in construction and repair.

(a) *Boat shop*.—The machines in this building require to be converted to electric drive when the motors now under contract are delivered.

(b) *Watchmen's time detector system*.—A watchmen's time detector system is under consideration for the buildings operated by the construction and repair department, as a necessary precaution for the safety of these buildings.

(c) *Outside shipfitters shop*.—Lockers for tools and the men's clothes are to be installed.

(d) *Miscellaneous tools*.—Miscellaneous machinery and labor-saving devices will be installed in the various shops to improve their efficiency.

The following is a statement of new buildings for the construction and repair department, other yard and station improvements effecting the efficiency of the construction and repair work recommended by the head of the department of construction and repair.

(a) *Boat shop*.—The present boat shop is very unsatisfactory, being too small and rapidly becoming unsafe, as shown by the settling of the floors due to the lifting and handling of boats. A plan of a single working floor boat shop, located immediately to the eastward of the boat storage building, has been prepared after consultation with the civil engineer and has been received by the Bureau.

(b) *New dry dock*.—The present timber dock has been under repairs since the fall of 1903 and is not now in satisfactory condition for use. This dock has been in commission for over fifty years, and in my opinion is not worth repairs and should not be considered for future use. Even with the small amount of work at this yard during the last fiscal year dry dock No. 2 has been in use, usually with two or three ships in the dock at the same time, 313 days, which, in consideration of the additional work which must come to this yard in the near future when Hendersons Point is removed, is a fair indication of the necessity for a second dry dock, which it is believed should be authorized.

(c) *Quarters*.—The frequency with which the assistant naval constructor is required to be in the yard long outside of working hours in connection with docking and other work makes it necessary that quarters in the yard be provided for him.

(d) *Joiner shop*.—The present joiner shop, in which also are installed the pattern-making machines, is too crowded with the present work of the department and should be enlarged now to provide for carrying on the work economically.

(e) *Paint shop*.—Recommendations have been made for several

years for a new paint shop and these recommendations are renewed. A location can be selected convenient to the other construction and repair buildings or dry dock No. 2.

(f) *Piers for small boats.*—Previous recommendations for two narrow piers abreast the end of the boat storage building, No. 60, including a slip where steam launches can be moored for steam trials and the small boats handled for various purposes, are renewed. This slip should be extended as a canal about 12 feet wide for a distance of 50 feet into building No. 60 to facilitate handling boats. If the new boat-building shop is authorized now, these piers should not be built, as suitable piers and a canal are included in the design of the boat-building shop.

(g) *Plumber shop.*—More floor space must be obtained for the plumbers and tinner, and a request has been made to extend the floor of this shop over the coppersmith shop.

(h) *Cooper shop.*—The present cooper shop is a small converted timber shed, used as a combination cooper shop, block shop, and spar shed. A suitable fireproofed building should be constructed for this purpose and is recommended. It could be built on the site of the present cooper shop and extended farther to the southward.

(i) *Piers.*—The facilities for berthing modern vessels are very unsatisfactory. It is expected that the early completion of the work of removing Hendersons Point will be followed by the use of this yard, with its large dock, for modern vessels, and to make this possible it is necessary that the berthing facilities be materially improved at once.

(k) *Floating derrick.*—The only facility now at this yard for handling weights on vessels is the 40-ton traveling crane around dry dock No. 2. It is obvious that in connection with other improvements at the yard the necessary facilities for handling guns, armor, etc., on vessels at the quay walls should be provided.

NAVY-YARD, BOSTON, MASS.

I. The officers on duty in the construction and repair department during the year, and the duties performed by each, were as follows:

Naval Constructor Elliot Snow, U. S. Navy, head of department, in general charge.

Naval Constructor William G. Groesbeck, U. S. Navy, senior assistant to naval constructor, member of labor board, board on wages, and supervises work on vessels out of commission and vessels delivered to yard from builders' hands.

Assistant Naval Constructor J. W. Woodruff, U. S. Navy, in charge of plant work and yard craft, and of work on cruising ships when possible, member board of inspection and survey.

Assistant Naval Constructor J. L. Ackerson, U. S. Navy, under instruction at Massachusetts Institute of Technology; course completed and detached April 16, 1906.

Assistant Naval Constructor D. R. Battles, U. S. Navy, under instruction at Massachusetts Institute of Technology; course completed and detached April 16, 1906.

Assistant Naval Constructor R. D. Gatewood, U. S. Navy, under instruction at Massachusetts Institute of Technology; course completed and detached April 16, 1906.

Assistant Naval Constructor C. W. Fisher, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor E. C. Hamner, jr., U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor E. S. Land, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor James Reed, jr., U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor H. C. Richardson, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor J. H. Walsh, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor G. C. Westervelt, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor I. I. Yates, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor Edwin G. Kintner, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor Roy W. Ryden, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor Alex. H. Van Kouren, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor F. G. Coburn, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor W. P. Druley, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Assistant Naval Constructor Paul H. Fretz, U. S. Navy, under instruction at Massachusetts Institute of Technology.

Chief Carpenter William A. Barry, U. S. Navy, in charge of testing room, makes inspection of ships in ordinary and of yard craft; delivery officer of department and performs other duties as directed.

Chief Carpenter James Burke, U. S. Navy, who acted as surveying officer of the department, court-martial duty, inspector of buildings in department, and performs other duties as directed.

Chief Carpenter J. E. Keene, U. S. Navy, retired, inspection duty, court-martials, surveys, in charge of navy-yard scales, and performs such other duty as directed.

Chief Carpenter F. J. Simmonds, U. S. Navy, in charge of instruction and examination of apprentices, preparation of weekly and monthly report work, miscellaneous, board duty, and such other orders as may be directed.

Acting Carpenter B. W. Wilson, U. S. Navy, under instruction for duties as carpenter, detached December 16, 1905.

Acting Carpenter S. P. Mead, U. S. Navy, under instruction for duties as carpenter, detached January 18, 1906.

II. The number of master workmen, foremen, and quartermen in charge allowed was as follows:

Master workmen.....	?
Quartermen in charge.....	1
Acting as quartermen in charge.....	1
Quartermen in charge of independent shops.....	1
Leading men in charge of independent shops.....	2

III. The maximum, minimum, and average number of workmen employed during the year was as follows:

Maximum.....	1,042
Minimum.....	681
Average.....	793

IV. Minor repairs were made upon the following vessels: *Alabama*, *Arethusa*, Ash Lighter No. 4, *Brooklyn*, *Chattanooga*, *Colorado*, *Des Moines*, *Enterprise*, *Iowa*, *Iwana*, *Maryland*, *Massachusetts*, *Marcellus*, *Sioux*, *St. Louis*, *Tacoma*, *Tennessee*, *Uncas*, *Vesuvius*, Water barge No. 5, and *Yankton*.

V. Important repairs or alterations were made during the year on the following vessels: *Cleveland*, *Detroit*, *Dolphin*, *Georgia*, *Glacier*, *Hist*, *Illinois*, *Missouri*, *Nashville*, *New Jersey*, *New York*, *Prairie*, *Rhode Island*, *Texas*, *Virginia*, and *Wasp*.

VI. The following vessels, barges, lighters, tugs, and other floating property were built or building during the fiscal year, viz:

Authority for building.	Type and name.	Date commenced.	Date of completion.	Per cent completed.	Remarks.
BUREAU LETTER.					
15879-E. 1, 15881-E. 1, 7070-A, 52-A, 73-A (133/03).	Training ship No. 1	1903. Sept. 16	.....	95	No work done, owing to lack of funds.
19748-E. 1.....	Garbage lighter, No. 1.	July 10	1906. June 27	100	Commenced and completed.
16568-E. 1, 16569-E. 1.	Coal barge No. 103...	Oct. 1	1905. Aug. 16	100	Advanced from 90 per cent to completion.
16568-E. 1, 16569-E. 1.	Coal barge No. 104.....	do	do	100	Advanced from 80 per cent to completion.
16568-E. 1, 16569-E. 1.	Coal barge No. 105.....	do	do	100	Do.
19006-E. 1.....	Ash lighter No. 13...	1905. Mar. 30	1906. Jan. 4	100	Commenced and completed.
20157-E. 1.....	Ash lighter No. 14.	Sept. 15	do	100	Do.

VII. The following boats were advanced from 30 per cent to completion during the year: One 33-foot electric launch, one 28-foot gasoline launch, one 40-foot steam cutter, one 36-foot steam cutter, one 36-foot sailing launch, one 30-foot cutter, one 20-foot dinghy, one 14-foot dinghy; total, 8 boats.

The following boats were begun and completed during the year: Two 40-foot steam cutters, four 36-foot steam cutters, one 33-foot steam cutter, three 33-foot sailing launches, one 30-foot sailing launch, seven 30-foot cutters, eight 28-foot cutters, four 26-foot cutters, two 24-foot cutters, three 31-foot racing cutters, two 30-foot whaleboats, one 20-foot whaleboat, three 30-foot gig whaleboats, one 30-foot barge, one 20-foot dinghy, two 18-foot dinghies, two 16-foot dinghies, one 14-foot dinghy, two 12-foot dinghies, five 12-foot punts, two 10-foot punts; total, 57 boats.

The following boats were begun and advanced to 20 per cent of completion: Two 30-foot cutters, one 28-foot cutter, one 30-foot gig whaleboat, one 36-foot steam cutter, one 33-foot steam cutter, one 28-foot steam cutter: total, 7 boats.

Equipage of U. S. S. *Glacier* and *Rhode Island* advanced from 50 per cent to completion.

Equipage of U. S. S. *New Jersey* advanced from 10 per cent to completion.

Allowance list of U. S. S. *Prairie* prepared and outfit advanced to 90 per cent of completion.

Outfit of U. S. S. *Vermont* according to allowance list prepared in office of superintending naval constructor, Fore River Shipbuilding Company, advanced to 80 per cent of completion.

Outfits of U. S. S. *Salem* and *Birmingham* advanced to 10 per cent of completion in advance of approved allowance.

Most important items of miscellaneous conversion work were 740 blocks for Cavite Navy-Yard advanced from 60 per cent to completion; 200 standard towel racks advanced from 50 per cent to completion; 200 swivel and 200 box rowlocks; 42 pumps for steam cutters; 600 Tobin bronze bolts for boats; 650 blocks from 6 inches to 12 inches; 300 gallons ferric oxide paint; 4,500 drop forgings for shipment to Norfolk Navy-Yard; 200 holding-down bolts for cage-stand circles; 450 blocks from 3 inches to 16 inches; boat castings for 51 boats advanced to 90 per cent of completion; a large lot of drop forgings of standard fittings advanced to 65 per cent of completion.

VIII. The following vessels were docked during the year:

Name of vessel.	Number of dock.	When docked.	When undocked.	Number of days in dock.
		1905.	1905.	
Glacier.....	1	(^a) July 10	July 6	60
Caisson of dry dock No. 2.....	1	July 10	July 13	4
Nashville.....	1	Aug. 5	Aug. 9	5
Maryland.....	2	Aug. 12	Aug. 19	8
Detroit.....	1	Aug. 16	Sept. 27	43
Dolphin.....	2	Sept. 1	Sept. 14	7
Caisson of dry dock No. 2.....	1	Sept. 27	Sept. 30	4
Dolphin.....	1	Sept. 30	Oct. 17	18
Uncas.....	1	Oct. 18	Oct. 25	8
Rhode Island.....	2	Oct. 26	Oct. 29	4
Glacier.....	1	Nov. 8	Nov. 13	6
Yankton.....	1	Nov. 23	Dec. 2	10
Missouri.....	2	Nov. 28	Dec. 7	10
Illinois.....	2	Dec. 11	Dec. 23	13
		1906.	1906.	
Hist.....	1	Jan. 15	Jan. 25	11
Pile driver (yards and docks).....	1	do	do	11
Romanic (White Star Line).....	2	Jan. 29	Jan. 31	3
Tennessee.....	2	Feb. 5	Feb. 7	3
Wasp.....	1	Feb. 7	Feb. 12	6
Water barge No. 5.....	1	Feb. 19	Feb. 24	6
Ash lighter No. 4.....	1	do	do	6
Des Moines.....	1	Feb. 27	Mar. 7	9
Cleveland.....	1	Mar. 22	Mar. 31	10
New Jersey.....	2	Mar. 23	Mar. 25	3
Prairie.....	2	Mar. 29	Apr. 23	26
Vesuvius.....	1	Apr. 4	Apr. 10	7
Enterprise.....	1	Apr. 25	Apr. 28	4
Texas.....	2	Apr. 27	May 9	13
Iwana.....	1	May 4	May 8	5
Floating derrick.....	1	do	do	5
Cleveland.....	1	May 8	May 26	19
St. Louis.....	2	May 10	May 12	3
Georgia.....	2	May 14	May 16	3
Illinois.....	2	June 7	June 13	7
Missouri.....	2	June 19	June 23	5

^a In dock July 1, 1905.

^b Subsequent to July 1, 1905.

Summary.

	Vessels.	In dock.
Dock No. 1.....	21	<i>Days.</i> 203
Dock No. 2.....	14	108

IX. Important changes or improvements in plant completed or in progress during the year were as follows:

The runways between buildings 105 and 104 and 105 and 106 were completed.

Installation of tools was continued in buildings.

Erecting floor was completed in building 106.

Building 114.—Dust-extracting system was completed. Installation of new tools is practically completed.

Building No. 125—Paint shop.—This building was well advanced during the fiscal year, and it is hoped to obtain possession of same in the course of the next few months.

Dry dock No. 2.—Was completed and put in service. Docking keel blocks were installed, and the miscellaneous outfit of lines, shores, etc., in connection therewith was assembled. The pumping plant, however, is not in satisfactory condition, since only one of the main pumps can be run, owing to lack of power, thus requiring undue time to pump out. Certain minor alterations in the pumping plant have recently been authorized to be done by the construction and repair department and have been begun.

Considerable progress in paving streets and laying sidewalks has been made during the fiscal year.

A house for oil storage has been authorized, but no work was done on same.

Old ship houses, wooden buildings Nos. 68 and 71, were removed.

X. The following work is reported to the Bureau as necessary in the coming fiscal year to complete or continue work in the construction plant to meet the immediate necessities in construction and repair:

(a) Continue the installation of tools, work benches, and appliances in various buildings.

(b) Continue installation in building No. 114 (sawmill) of wood-working tools and of dust-extracting system.

(c) Providing space for the storage of articles removed from ships out of commission, where same can be kept under lock and key. The construction and repair department has been temporarily loaned a portion of building No. 75 for this purpose, but will shortly have to vacate same. Additional storage room is urgently needed for articles removed from the U. S. S. *New York*, now undergoing a general overhauling.

(d) Extending hot-water heating system from central power plant, building No. 105, to buildings Nos. 24, 36, 77, and 125. This item is considered extremely desirable, inasmuch as it will permit shutting down three small boiler plants which would otherwise have to be used for heating these buildings at an extravagant cost compared with the results obtained. As regards building No. 125, this building is

new and no provision has been made for heating the same, which should be done at once.

(e) Fitting up oil boiler room adjoining building No. 36 as varnishing room. The present varnishing room is in the main building of the joiner shop and, owing to the material used in the same, constitutes a serious fire risk.

(f) The old boiler-room addition, building No. 77, should be fitted as a room for painting boats. Boats are now painted in the main building of the boat shop, which, owing to material used in the same, constitutes a very serious fire risk.

(g) Extending gallery floor in building No. 104, south end, to provide additional room for sheet-metal and wire workers, and building fire-proof screen around edge of gallery.

(h) Extension of railway track on pier No. 9, to bring same close to water's edge.

(i) Complete removal of steps on west side of entrance of dry dock No. 1, which at present are just under water at low tide, as launches are at present apt to ground on same. Repairs to masonry of dry dock should also be made, particularly about gate, which leaks badly.

XI. The following new buildings and other improvements were reported as required for the efficiency of construction and repair work, some of which can be postponed:

(a) *Foundry*.—The building at present used as a foundry is inadequate in size, weak in construction, and being of wood, is a source of constant danger by fire. It is too weak to support traveling crane and derricks. A new foundry fitted with modern improvements is urgently needed, and approved plans for the same are on file in this Bureau, and a site has been selected and assigned.

(b) *Fitting-out pier*.—The work of the construction and repair department and of other departments has been delayed and cost increased by absence of a proper fitting-out pier. During the fiscal year one vessel has been reboilered and another has had her boilers renewed. The weights of the heavy scotch boilers of these vessels being beyond the capacity of the floating crane of the yards and docks department, it has three times been necessary to move ships to the entrance of dry dock No. 2, under the 40-ton traveling crane. Apart from the extra expense of moving ships and transporting the boilers to this dry dock, this practice is objectionable in that it results in putting the dry dock out of commission for its proper purposes during the work. Moreover, the 40-ton crane is of insufficient capacity to handle the boilers entire, so that they have to be assembled on board ship at extra expense. It is recommended that pier No. 6 be rebuilt of masonry and concrete, the new pier being designed to carry heavy concentrated loads. A traveling crane of 120 tons capacity would be desirable to serve both sides of this pier. The location is suitable for both this department and steam engineering.

(c) *Shear legs*.—The old 80-ton shear legs, which have been modernized, have not as yet been erected. Pier No. 6 being designated as the site of the same, the erection of the shear legs on this pier is an urgent matter.

(d) *Developing shop*.—Providing new developing shop, with mold loft over, and angle and plate storage, all to the westward of building No. 104, ship fitters' shop.

(e) *Electric elevators*.—Three electric elevators are required for each of buildings Nos. 22, 104, and 106.

(f) *Building No. 36, joiner shop*.—Remodel building No. 36, joiner shop, fit metal and concrete floors and roof and make same fireproof.

(g) Two sets of quarters for senior assistant of the department and second assistant.

(h) Provide third dry dock.

NAVY-YARD, NEW YORK.

The officers on duty in the department during the year were as follows:

Naval Constructor William J. Baxter, U. S. Navy; head of department; in general charge of all work.

Naval Constructor D. C. Nutting, U. S. Navy; senior assistant to the naval constructor; supervising work on vessels under repair and work on plant; member of the paint board and board of labor employment; miscellaneous duties as directed.

Naval Constructor W. P. Robert, U. S. Navy; supervising work on the *Connecticut* and *Vestal*; also on experimental army targets; in charge of work on vessels under repair when practicable.

Assistant Naval Constructor Henry Williams, U. S. Navy; duty in connection with vessels under repair; miscellaneous duties as directed; from July 1, 1905, to December 1, 1905.

Assistant Naval Constructor W. B. Ferguson, U. S. Navy; duty in connection with work on vessels under repair as directed; in charge of the preparation of requisitions and of the inspection and survey of material from March 19, 1906, to April 21, 1906; duty in connection with various tests; miscellaneous duties as directed.

Assistant Naval Constructor J. A. Furer, U. S. Navy; duty in connection with the preparation of requisitions for material, and with the inspection and survey of the same from July 1, 1905, to January 29, 1906; in charge of tests and other miscellaneous work, including repairs to vessels when practicable, subsequent to January 29, 1906.

Assistant Naval Constructor L. B. McBride, U. S. Navy; duty in connection with the *Connecticut* and *Vestal* from July 1, 1905, to May 4, 1906, and from June 2, 1906, to June 30, 1906; in charge of requisitions for material and the inspection and survey of the same from May 4, 1906, to June 2, 1906.

Assistant Naval Constructor J. L. Ackerson, U. S. Navy; duty in connection with the preparation of requisitions for material, and with the inspection and survey of the same from June 2, 1906, to June 30, 1906.

Chief Carpenter J. W. Burnham, U. S. Navy; duty in connection with the preparation of requisitions for material and with the inspection and survey of the same.

Chief Carpenter Otto Barth, U. S. Navy; in charge of stowage of material, and miscellaneous duties, from April 16, 1906, to June 30, 1906.

Chief Carpenter Charles S. Taylor, U. S. Navy; duty in connection with the completion of the *Connecticut*, with a view to assignment to her when commissioned, from January 5, 1906, to June 30, 1906.

Chief Carpenter C. L. Bennett, U. S. Navy; in charge of the stowage and issue of hull material, from July 1, 1905, to October 3, 1905.

Chief Carpenter M. B. Pollock, U. S. Navy; duty in connection with the inspection of piecework and of yard buildings; also of ships out of commission.

In addition to the above-named officers, 12 assistant naval constructors or officers detailed for special instruction with a view to appointment as such, and 4 acting carpenters, were under instruction in the department at various times during the year for short periods.

II. The number of master workmen, foremen, quartermen in charge, and leadingmen in charge allowed in the department is 13.

III. The maximum number of workmen borne on the pay roll for any half month during the year was 3,170; minimum number, 1,883; average number, 2,572. The minimum number of days actually made on any date as reported on the daily report of employees was 1,071, on which date 492 men, though still borne on the rolls, were out on furlough for lack of work.

IV. The following is a list of vessels on which minor repairs were made during the year. A fraction and a date in parentheses indicate the degree of completion June 30, 1906, and the probable date of completion, respectively. Where these do not appear all work was completed.

Abarenda, Apache, Arethusa, Blakely, Chickasaw, Dahlgren, Dolphin, Don Juan de Austria, Elfrida ($\frac{3}{10}$ July 18), *Hancock, Illinois, Iowa, Kearsarge, Lawrence, Mayflower, Narkeeta, Nashville, O'Brien, Pawnee, Pentucket, Plunger, Pontiac, Potomac, Powhatan, Sylph, Texas, Traffic, Winslow, Worden, Yankee*; also the following barges, etc., not borne on the Navy Register: *Alpha, Anchor Hoy, Argo, Canister*, coal barge No. 81, coal barge No. 82, ferry launch No. 1, ferry launch No. 2, *Grapeshot, Hercules*, steam-engineering floating derrick, *Supply, Transfer, Transport, Undine, Victor, Vidette*, water barge No. 11, and miscellaneous floats; also the following vessels belonging to private owners, but injured by the Government: *Marion Chapelle, Eureka No. 63, and America*; also alterations on the U. S. light-ship No. 78, to fit her for wireless telegraphy; and repairs to a floating target for the army proving ground at Sandy Hook.

V. Important repairs or alterations have been made on the following vessels during the year: *Alabama, Brooklyn, Celtic, Charleston, Chattanooga, Colorado, Columbia, Culgoa, Dubuque, Glacier, Indiana, Kentucky, Maine, Maryland, Massachusetts, Minneapolis, Nina, Paducah, Pennsylvania, Porpoise, Portsmouth, Shark, Standish, Tacoma, West Virginia, and Yankton*.

VI. The following vessels, barges, or other floating property have been constructed or partially constructed during the year: U. S. S. *Connecticut* and U. S. fleet collier *Vestal*. (For events in connection with the construction of these vessels, see Table of vessels built.)

Transfer (Supplies and Accounts steam lighter):

Authority for construction, letter from the Bureau of Construction and Repair, No. 950-A. 41, dated April 12, 1904.

Dimensions, 122 feet by 35 feet by 13 feet depth.

Style, steam steel freight lighter, fitted with booms.

Keel laid August 18, 1904.

Vessel launched May 24, 1905.

Engine installed May 26, 1905.

Boiler installed May 31, 1905.

Vessel completed and put in service September 15, 1905.

Torpedo, ammunition lighter No. 11:

Authority for construction, letter from the Bureau of Construction and Repair, No. 945-A. 95, dated October 26, 1905.

Dimensions, 122 feet by 30 feet by 9 feet 6 inches draft.

Style, steel ammunition lighter, fitted with cargo booms and with donkey boiler for operating winches, pumps, etc.

The keel of this vessel was laid on January 26, 1906.

The boiler has been received and the winches are expected at an early date.

The hull of this vessel is practically completed, and it is expected that she will be completed in all respects, including auxiliaries and including launching, by August 15, 1906.

Alpha, floating derrick and machine shop:

Authority for construction, letter of April 29, 1904, from the Bureau of Construction and Repair.

Dimensions, 112 feet by 36 feet by 12 feet depth.

Style, steel floating lighter, fitted with machine tools and appliances for repair work on ships.

Keel laid September 26, 1904.

Vessel launched May 24, 1905.

The vessel was completed shortly after July 1, 1905, and placed in service.

Coal barge No. 127:

Authority for construction, letter of October 28, 1905, No. 19689-E. 2, 945-A. 102, from the Bureau of Construction and Repair.

Dimensions, 110 feet by 30 feet by 8 feet depth.

Style, wooden barge, capacity 250 tons, load carried on deck.

Keel laid December 18, 1905.

The vessel was seven-tenths completed on June 30, 1906, but was still unlaunched. Probable date of completion, July 20, 1906.

Coal barge No. 128:

Authority for construction, letter of October 28, 1905, No. 19689-E. 2, 945-A. 102, from the Bureau of Construction and Repair.

Dimensions, 110 feet by 30 feet by 8 feet depth.

Style, wooden barge, capacity 250 tons, load carried on deck.

Keel laid December 18, 1905.

The vessel was seven-tenths completed on June 30, 1906, but was still unlaunched. Probable date of completion, July 20, 1906.

Ferry launch No. 3 (for cob dock):

Authority for construction, letter of April 7, 1905, No. 950-A. 54, from the Bureau of Construction and Repair.

Dimensions, 55 feet 4 inches by 13 feet 6 inches by 3 feet 10 inches depth.

Style, flat-bottomed steel scow, with wooden deck house, fitted for chain propulsion.

Keel laid June 3, 1905.

On June 30, 1905, the steel hull was eight-tenths completed and the material for deck house was partly gotten out.

This craft was launched November 28, 1905, and lay for a considerable period waiting for the machinery.

She was finally completed and placed in service in April, 1906.

YARD FLOATS, ETC.

Four special floats.—Authority for construction, letter of July 7, 1905, No. 1934-A. 31, from the Bureau of Construction and Repair.

Completed and placed in service.

Eight special floats.—Authority for construction, letter of May 12, 1906, No. 1934-A. 39, from the Bureau of Construction and Repair.

Completed July 17, 1906, and placed in service.

Two floats (20 by 8 by 3 feet).—Authority for construction, letter of December 7, 1905, No. 1934-A. 34, from the Bureau of Construction and Repair.

Completed and placed in service.

Two 14-foot cleaning floats.—Authority for construction, letter of April 7, 1906, No. 1934-A. 38, from the Bureau of Construction and Repair.

Completed and placed in service.

One 40-foot float, with house, for use of Undine.—Authority for construction, letter of September 27, 1905, No. 1934-A. 32, from the Bureau of Construction and Repair.

Completed and placed in service.

Eight log-fender floats, special (3 by 8 by 20 feet).—Authority for construction, letter of October 9, 1905, No. 1934-A. 33, from the Bureau of Construction and Repair.

Completed and placed in service.

VII. The boats mentioned in Paragraph VII of the naval constructor's last annual report as partially completed June 30, 1905, were completed during the year. Including these the boats actually finished during the year were as follows, at a total expenditure during the year of \$52,180.56:

Kind of vessel.	Number.	Length.	Kind of vessel.	Number.	Length.
		<i>Feet.</i>			<i>Feet.</i>
Steam cutters.....	2	40	Gig whaleboats.....	4	28
Do.....	2	36	Sailing launches.....	4	36
Do.....	2	33	Do.....	5	33
Do.....	2	28	Sailing launch.....	1	30
Racing cutters.....	11	31	Dingeys.....	8	20
Electric cutters.....	2	33	Do.....	3	18
Cutters.....	8	30	Do.....	5	16
Do.....	7	28	Do.....	8	14
Do.....	3	26	Wherrys.....	4	12
Cutter.....	1	24	Punts.....	5	14
Whaleboats.....	7	30	Do.....	5	12
Do.....	2	28	Punt.....	1	10
Whaleboat.....	1	24	Barges.....	2	30
Do.....	1	20			
Gig whaleboats.....	4	30	Total.....	110	

Boats as follows were partially completed at the end of the year, expenditures on them during the year being \$64,747.71:

Kind of vessel.	Number.	Length.	Kind of vessel.	Number.	Length.
		<i>Feet.</i>			<i>Feet.</i>
Cutters.....	7	30	Gig whaleboat.....	1	30
Do.....	6	28	Racing cutters.....	3	31
Cutter.....	1	24	Whaleboats.....	6	30
Steam cutter.....	1	50	Whaleboat.....	1	28
Steam cutters.....	4	40	Whaleboats.....	2	24
Do.....	3	36	Dingey.....	1	20
Steam cutter.....	1	30	Dingeys.....	2	16
Electric cutters.....	2	33	Dingey.....	1	14
Electric cutter.....	1	28	Wherry.....	1	12
Sailing launches.....	2	36	Punts.....	2	12
Do.....	6	33			
Barge.....	1	30	Total.....	55	

The outfit for the *Transfer* was completed during the year and that for the *Connecticut* practically completed. In addition deficiencies in outfits were supplied for the *Indiana*, *Standish*, and *Nina*, out of commission for more or less extensive repairs.

Large quantities of standard fittings, such as hand pumps, boat fittings, ditty boxes, etc., were also manufactured during the year; also large quantities of standard boottopping and spar color paints.

VIII. The following is a tabular statement of vessels docked during the year and of the number of days each dock was occupied during the year:

Name of ship.	Number of dock.	Date docked.	Date undocked.	In dock.
		1905.	1905.	Days.
Nina.....	1	(a)	Aug. 19	^b 50
Plunger.....	1	(a)	Aug. 9	^b 40
Colorado.....	3	July 5	July 28	24
Mayflower.....	2	July 6	July 15	10
Coal barge No. 82.....	2	do	do	10
O'Brien.....	2	July 17	July 18	2
Powhatan.....	2	July 19	Aug. 5	18
Dahlgren.....	2	do	do	18
Yankee.....	3	July 31	Aug. 2	3
Pennsylvania.....	3	Aug. 3	Sept. 8	37
Winslow.....	1	Aug. 22	Oct. 10	50
West Virginia.....	3	Sept. 12	Sept. 26	15
Brooklyn.....	3	Sept. 29	Oct. 11	13
Culgoa.....	2	Sept. 22	Oct. 6	15
Apache.....	2	Oct. 7	Oct. 19	13
Dubuque.....	2	do	do	13
Maryland.....	3	Oct. 13	Oct. 17	5
O'Brien.....	1	Oct. 11	Oct. 18	8
Columbia.....	3	Oct. 18	Oct. 20	3
Pentucket.....	1	Oct. 19	Nov. 3	16
Blakely.....	1	do	do	16
Supply (barge).....	2	Oct. 20	Oct. 24	5
Chattanooga.....	2	do	do	5
Tacoma.....	2	Oct. 26	Nov. 14	20
Hercules (derrick).....	3	Nov. 4	Nov. 13	10
Texas.....	3	do	do	10
O'Brien.....	1	Nov. 6	Nov. 16	11
Transport (barge).....	3	Nov. 13	Nov. 29	16
Defence (barge).....	3	do	do	16
Mayflower.....	1	Nov. 17	Nov. 21	5
Indiana.....	2	Nov. 21	Dec. 22	32
Pontiac.....	1	Nov. 28	Dec. 7	10
Alabama.....	3	Nov. 29	Dec. 5	6
Maine.....	3	Dec. 7	Dec. 19	13
Iowa.....	3	Dec. 26	Dec. 28	3
Kearsarge.....	3	Dec. 29	Dec. 31	3
Pawnee.....	1	Dec. 30	1906. Jan. 23	25
Kentucky.....	3	1906. Jan. 2	Jan. 4	3
Minneapolis.....	2	Jan. 23	Feb. 8	17
Portsmouth.....	1	Jan. 24	Feb. 14	22
Canister (barge).....	3	Feb. 1	Feb. 10	10
Winslow.....	3	do	do	10
Grapeshot (barge).....	3	do	do	10
Pontiac.....	2	Feb. 14	Feb. 26	13
Shrapnel (barge).....	2	do	do	13
Apache.....	2	do	do	13
Standish.....	1	Feb. 15	Mar. 22	36
Charleston.....	3	Mar. 9	Mar. 17	9
Traffic.....	1	Mar. 22	Apr. 13	22
Charleston.....	3	Apr. 9	Apr. 19	11
Powhatan.....	1	Apr. 14	Apr. 17	4
Pentucket.....	1	do	do	4
Pennsylvania.....	3	May 7	May 10	4
Narkeeta.....	1	May 8	May 9	2
Coal barge No. 82.....	1	do	do	2
Coal barge No. 81.....	1	May 10	May 12	3
Elfrida.....	1	do	do	3
Colorado.....	3	May 11	May 22	12
Nina.....	1	May 14	May 23	10
Celtic.....	2	May 16	May 24	9
Indiana.....	3	May 23	June 2	11
Alabama.....	2	May 28	June 23	27
West Virginia.....	3	June 5	June 8	4
Maine.....	3	June 11	June 15	5
Yankton.....	1	June 13	June 25	13
Charleston.....	3	June 18	June 21	4
Kearsarge.....	3	June 25	(c)	^d 6
Transfer.....	2	June 30	(c)	^d 1
Alpha.....	2	do	(c)	^d 1

^a In dock July 1, 1905.

^b Subsequent to June 30, 1905

^c In dock June 30, 1906.

^d Prior to July 1, 1906.

Summary.

Dock number.	Vessels.	Days in dock.	Displacement (normal). ^a
1.....	21	286	<i>Tons.</i> 8,707
2.....	20	182	55,351
3.....	28	238	246,853

^a Exclusive of barges.

IX. The following is a statement of the important changes or improvements in the construction plant, completed or in progress during the year; also changes in yard buildings and appliances used by the department of construction and repair.

(a) During the year the electric pumping plants for all the dry docks have been used continuously. The steam pumping plant for docks Nos. 2 and 3 had been placed in reserve prior to June 30, 1905, and occasion has not arisen for its use during the year just ended. In spite of care to maintain it in efficient condition it has naturally suffered further deterioration, due to which fact and to its very decrepit condition when placed in reserve it can be considered as a reserve only under the most extraordinary conditions. It is, however, believed that no further use for it will be found, and it is understood that recommendation has been made to remove it and to convert the building into a washhouse for the use of ships. As the plant is now a source of continuous expense for maintenance its early removal is desirable.

(b) Since November 9, 1905, due to the deterioration of the electric generators installed in building No. 41, the department of yards and docks has been unable to supply current for pumping the docks. This additional load has been regularly cared for by the electric plant of this department, with practically no interference with the other duties of the plant.

(c) Preliminary work has been begun by the department of yards and docks, under a contract awarded about eighteen months ago, for changing the motors in the pumping plant for dry docks Nos. 2 and 3, and for supplying a 500 kilowatt, turbine driven, 2,300-volt alternator in building No. 41. Little progress has been made on this plant as yet. The preliminary work on the platform in the pump pits for the switch board to regulate the new motors is under way, but so far as is known the motors themselves have not been delivered, and it will be necessary that the generator covered by this contract and one of the generators covered by the general contract for the power-plant machinery (which contract is understood to have been let) shall be completely installed before the work of removing the motors begins. Otherwise the two largest docks in the yard will be entirely dependent on one generator—a condition which could not be tolerated.

(d) The installation of the 5,000-foot air compressor in building No. 10 was completed early in the year and the machine placed in service. This results in an air-compressor plant with a total capacity of about 11,000 cubic feet per minute of free air and relieves the greatly overloaded conditions previously obtaining. Compressed air from this plant is supplied for the general use of all departments of the yard, the complete breakdown of the 1,000-foot air compressors

formerly installed in the department of steam engineering resulting in a connection being made for supplying that department during the year. It is understood that this large compressor, and possibly the 2,500-foot compressor, are to be removed to building No. 41, in connection with the consolidation of the power plants of the yard, preliminary work on which has been begun but has not yet progressed sufficiently far to permit any power to be supplied.

(e) The installation for electric drive of machine tools has been somewhat extended during the year.

(f) The installation of the boilers in building No. 131, for burning shavings, was completed, and the installation of chutes for conducting the shavings from the shavings tower to the boiler room is now under way.

(g) The rearrangement of building No. 131, to provide separate storage spaces for various shops, to provide for the efficient and accessible stowage of all patterns and to provide separate entrances for the shops on the second and third floors, was completed.

(h) The work of doubling the capacity for the stowage of fuel oil, which work was well under way at the close of the last fiscal year, was completed, and has proved of great value in permitting a supply of this oil to be kept on hand at all times sufficient in amount to cover the maximum needs.

(i) The Tropenas steel-casting plant installed during the previous year has been in continuous operation during the year, and the prices of castings made therewith have compared favorably with those of castings purchased on contract, while the ability to secure prompt service has made it invaluable, not only to this yard but to other yards for which considerable quantities of castings have been made.

(j) The floating derrick and machine shop *Alpha* was completed during the year and placed in service. During periods of rush work this craft has supplied the facilities for the rapid prosecution of work on vessels berthed at a distance from the shops, and has proved a desirable addition to the plant.

(k) The additional 10-ton locomotive crane, contracted for prior to the close of the last fiscal year, was received and placed in service, thus providing an ample number of these cranes for use even during the greatest rush periods.

(l) Numerous brows and floats were constructed during the year to provide for satisfactorily berthing vessels, and four additional brows are now authorized, on which work has not yet begun.

(m) The removal and reerection of building No. 25, formerly located on the site for drydock No. 4, was proceeded with, and the building is now practically completed. The installation of the machinery, the storeroom, and the necessary lockers and other appliances for the accommodation of the painter's force is proceeding rapidly, and the shop should soon be ready for occupancy. This will permit the removal of the present paint shop from building No. 10, where it has been for a number of years a serious fire risk, due to its location in a building devoted almost exclusively to woodwork. The new location is accessible to the paint and oil storehouse and to the drydocks, where a considerable part of the painting work is done. The building has been so constructed that when the new combined paint shop for all departments, recommended by the Rodgers Board, is completed

the present building will be available for temporary use as an equipment rigging loft until a permanent building is provided for that purpose.

(n) The removal and reerection of building No. 44, made necessary by the fact that it was formerly located on the site for drydock No. 4, was completed and the building placed in service. It provides stowage space for docking gear and other gear used in the vicinity of the docks, besides providing space for shipwrights' work.

(o) The reconstruction of the building in the bay of the blacksmith shop, building No. 11, authorized jointly by the Bureaus of Construction and Repair and Yards and Docks, was practically completed. The galvanizing plant was moved to the remodeled building and is now in use, and the new Sabining plant has been completed, ready for service. The building also provides facilities for the storage of material for which storage under cover has not hitherto been available. It also leaves vacant the old galvanizing shop, which it is proposed to fit up for the storage of drop forging dies, in order to do away with the present obstruction of the smithery through the presence of these dies in that shop.

(p) The construction of dry dock No. 4 has been under way throughout the whole year. It is extremely important that the construction of this dock should be pushed to completion at the earliest possible date. Attention is invited in this connection to the fact that vessels of the *Colorado* class can only be docked with great difficulty in this dock when completed unless the cob dock has been in the meantime removed.

(q) Preliminary work was done early in the last fiscal year looking to the beginning of work on the collier *Vestal*. This work was suspended in accordance with letter of September 5, 1905, No. 18878-E. 8, from this Bureau.

(r) The bridge between the second floors of buildings Nos. 6 and 115, authorized in the appropriation bill for the fiscal year 1906, is now well advanced. It connects the drafting room with the mold loft, and when completed will prove of great value in facilitating drafting-room and mold-loft work on the *Vestal*.

X. The plant now installed is considered, in general, ample for the needs of the yard under ordinary conditions. There will be necessary, however, certain expenditures of a miscellaneous character, principally in the way of maintenance and minor improvements during that fiscal year, for which, and for starting the work of adjusting the plant to be driven from the new central power plant.

XI. The following new buildings for the department of construction and repair, or other yard or station improvements affecting the efficiency of the department of construction and repair, are reported to the Bureau as necessary:

(a) The general arrangement of the water front of this yard, after the allotment of the portion allowed by the contract to the contractor for dry dock No. 4, leaves only three berths at the mainland, between the western limit of the yard and the causeway, of sufficient length to accommodate large ships. One of these is of insufficient length to accommodate vessels of the *Connecticut* and *Colorado* classes, while another is to the eastward of dry dock No. 3. The construction of dry dock No. 4 prevents ordinary access to dry docks Nos. 2 and 3 and

to the water front beyond dry dock No. 3, except by way of Morris avenue and either Fourth street or Fifth street. When it is considered that at least half of the force of the construction and repair department is ordinarily employed in the region mentioned, and that many men must walk from the shop to their work at least twice a day during working hours, it will be appreciated how much time is necessarily lost and how costly work at the yard is made on this account. In view of the above outlined conditions the extreme urgency of the work mentioned in the subparagraphs immediately below, and which are under consideration, is apparent.

(1) *The provision of trolley or storage battery cars to make regular and frequent trips from the Gibson street wharf to the Hancock by way of the causeway.*—Such cars would, it is believed, pay for themselves and their operation many times each year in the saving of time of workmen, and it is urgently recommended that they be provided at an early date. It would, of course, be desirable and most satisfactory to provide special tracks for them in order that their movements might not be hampered by cars and locomotives for handling freight, but it would be a great advantage as compared with present conditions to operate them over the existing railroad tracks.

(2) *The erection of piers and the removal of the cob dock.*—This improvement has been frequently discussed and is universally agreed upon as necessary. Present conditions especially accentuate the need for it, particularly as until the cob dock is removed the *Colorado* class of ships could be docked in No. 4 dock only with great difficulty on account of the narrowness of the Wallabout channel.

(3) *The completion of No. 4 dry dock at the earliest possible date.*—This is the only means of obviating the obstruction of the direct passage to the other dry docks and of making available again for regular use the berth now assigned to its builder. It is also extremely important because No. 3 dry dock is rapidly becoming so decrepit as to require complete rebuilding, and until the new dock is completed this is the only dock at this yard capable of receiving vessels of the *Connecticut* and *Colorado* classes.

(b) Owing to the large force employed in the construction and repair department its need for efficient telephone service is great, and the performance of work is considerably hampered on account of the delays incident to the use of the yard telephone system. This is the only department of any size in the yard which has not its own intercommunicating system, and the installation of such a system would, it is believed, result in a saving of time justifying the expenditure of many times the amount necessary to install it.

In connection with the above, attention is invited to the need for more satisfactory telephone service for ships under repair at the yard. At present ships' telephones are installed on circuits belonging to regular yard telephones, thus involving double rings. As the yard switchboard is not of the latest type and as the operators, being enlisted men, are subject to frequent change, the means of communicating with ships leaves much to be desired, and to communicate at all involves much loss of time which should be avoided. The installation of an up-to-date switchboard and of separate circuits for ships is therefore recommended.

(c) It is understood that the contract has been let for the generators, etc., for the central power plant for the yard. The installation of this plant in building No. 41 will leave available for other uses the space now occupied by the Construction and Repair power plant in building No. 10.

(d) The machine shop of this department is so crowded that even under normal conditions the work required to be done in it is done with difficulty, and the performance of work of unusual character or size is either entirely impossible or is done at great disadvantage. Aside from being too small, this shop is of antiquated design and for that reason unsuitable for its present use. The provision of a new building of adequate size is under consideration, but may be postponed for a year or more without detriment. In the meantime, to permit the performance of work absolutely necessary before funds for a new building could become available, the erection of the lean-to, for which money has just been appropriated, should be proceeded with at once and completed at the earliest possible date.

(e) It has been reported by the naval constructor for a number of years past that the conditions under which work is carried on at this yard involve much hardship to the two seniors of the assistants in this department so long as those officers are not provided with quarters within the yard. This was particularly the case while the commandant deemed it necessary that one member of the construction corps should be always on duty in the yard. It is therefore strongly urged that steps be taken looking to the erection of suitable quarters for these officers, who, even when not in the yard in accordance with the commandant's directions noted above, must necessarily be present much of the time outside of regular working hours.

(f) The naval constructor, in his letter of June 9, 1904, No. 10, and in paragraph 4 of his letter of May 24, 1905, No. 6360, requested that an additional story should be added to building No. 12, used by this department as a shop for plumbers, wire workers, and galvanized-iron workers. The space in this building as at present arranged is inadequate for the performance of the work required to be carried on therein. A slight increase in the space has been provided by the erection of wooden galleries, but, owing to the lack of head room, light, and ventilation, these can not be used for workshops, while the wood used in their construction adds to the danger from fire.

(g) The lean-to, 22 feet wide, on the east side of building No. 131, appropriated for by the session of Congress just ended, is found to be more and more needed as time passes. The space allotted to the shipwrights, spar makers, and sawmill is insufficient for the needs of those shops, and even if this were not so there is a considerable quantity of shipwrights' work which is unsuitable for performance in a closed building. Steps should be taken to proceed with the erection of this lean-to at once and to complete the same at the earliest possible date.

(h) The arrangement of the railroad tracks in several parts of the yard is in need of improvement in order to facilitate the work of this department. This is especially the case around the head of the building slips where the tracks leading from the plate racks to the ship are so arranged as to interfere greatly with the traffic on

the main line on Dock street and vice versa. The interference was very annoying while the *Connecticut* was under construction, and will be still more so while the *Vestal* is building, owing to the fact that a larger percentage of the ships at the yard are now berthed near the causeway, thus making traffic toward that end of the yard heavier.

Other rearrangements considered necessary are the installation of a track to permit castings to be transferred by car from the foundry (building No. 11) to the machine shop (building No. 20); also a connection between the spur track installed about eighteen months ago to give access to the *Connecticut's* scrap bin and the spur track on the same street (Stringham avenue), installed to permit lumber to be readily stowed in the teak shed. The connection referred to will greatly facilitate handling the hewn timber now stowed near the end of the teak shed, and should be undertaken as soon as possible.

(i) The reerection of building No. 25 in its new location, as authorized by this Bureau in its letter of June 30, 1903, No. 210-A 341, with the approval of the Bureau of Yards and Docks, as contained in its indorsement of May 2, 1905, No. 315-50-II. R. T., is nearly completed, and the paint shop is about to be moved into it from building No. 10, thus relieving temporarily the present conditions. Building No. 25, as reerected, is not entirely suitable for use as a paint shop, and is, moreover, erected on the site recommended by the Rodgers Board for the equipment rigging loft, for which purpose it is proposed that it shall be assigned upon the completion of the paint shop for all departments of the yard, recommended by the same board.

The erection of such portion of the latter building as will be assigned to this department is therefore necessary, and it is hoped that steps will be taken to secure an appropriation at the earliest possible date. This building, aside from providing requisite space for the construction and repair department, would be so located as to permit readily obtaining necessary materials from the oil storehouse, and would be accessible to the docks where a large part of the paint work of this department is done. Its location, remote from other large buildings, would also very greatly reduce the fire risk.

(j) A wooden shed for the preservation of the teak timber and such deck plank as are usually carried in stock was erected two years ago and will answer temporarily for the purpose. This shed should, however, later be replaced by a permanent building of suitable design.

(k) The shed on the south side of building No. 10, near the middle of its length, should be extended west to the end of the building, as it would provide shelter for various materials which must be temporarily stored outside the shop, these materials being of such a nature as to be peculiarly subject to damage from rain.

NAVY-YARD, LEAGUE ISLAND, PA.

The names of the officers on duty in the construction department during the year, with statement of nature of duties performed by each:

Naval Constructor Lloyd Bankson, U. S. Navy, general supervision of work performed under the direction of the Bureau of Con-

struction and Repair at this navy-yard, and such other duties, both individually and on boards as were assigned by the Navy Department or the commandant.

Assistant Naval Constructor J. E. Bailey, U. S. Navy, preparation of requisitions for material, inspection of material on boards of inspection, and various tests of material; also duty on board of labor employment, and such other duties as were assigned by the naval constructor from time to time. Detached November 21, 1905.

Chief Carpenter E. W. Smith, U. S. Navy, member of the board of inspection and assistant to the naval constructor, also survey officer.

Carpenter F. W. Witte, U. S. Navy, supervision of the ships in ordinary, and the care and preservation of the buildings of the construction and repair department, in addition to such other work as the naval constructor may assign from time to time.

Acting Carpenter Caleb Whitford, U. S. Navy, supervision of work on vessels, as directed from time to time by the naval constructor. Detached December 30, 1905.

The number of master workmen, foremen, and quartermen in charge allowed was 9.

The maximum number of persons employed during the year was 821; minimum, 583; average, 658.

Minor repairs were made upon the following vessels: *Brooklyn*, *Columbia*, *Canonicus*, *Florida*, *Hopkins*, *Hull*, *Katahdin*, *Lancaster*, *Lawrence*, *Leonidas*, *Macdonough*, *Modoc*, *Nevada*, *Pennsylvania*, *Potomac*, *Samoset*, *Scorpion*, *Shearwater*, *Sterling*, *Stringham*, *Tacoma*, *Terror*, and *Truxten*, also water barge No. 14.

Important repairs or alterations were made during the year on the following vessels: *Arethusa*, *Dixie*, *Kearsarge*, *Marietta*, *Montgomery*, and *Panther*.

No barges were built during the year.

Boats and outfits of vessels manufactured and other important and special work of manufacture were as follows:

The outfits of the *Washington*, *Tennessee*, and *St. Louis* (except the boats of the *St. Louis*, which were to be built at Portsmouth) were finished during the year and were partly issued to these vessels. The outfits of the *Idaho* and *Mississippi* (except boats and cooperage, which are to be manufactured at New York and Portsmouth) are being manufactured. The outfit of the *New Hampshire* (except cooperage, which is to be built at Portsmouth) is also to be manufactured. Certain articles of outfit on the *Kansas* are being proceeded with and the outfit as a whole (not including cooperage, which is to be manufactured at Portsmouth, and the outfit of boats which is to be built at the New York yard) has been begun.

No important or special work of manufacture in the way of general stock or stores was done during the year.

Vessels were docked during the year as follows:

Name of vessel.	When docked.	When undocked.	In dock.
	1905.	1905.	Days.
Caisson No. 3 (New York yard).....	(a)	July 14	} 14
Marietta.....	(a)	do....	
Modoc.....	Aug. 12	Aug. 23	12
Hull.....	Aug. 28	Sept. 22	26
Scorpion.....	Sept. 26	Sept. 29	4
Florida.....	Oct. 9	Oct. 13	5
Hopkins.....	Oct. 16	Oct. 18	3
Nevada.....	Oct. 20	Oct. 24	5
Stringham.....	Oct. 27	Nov. 3	8
Sterling.....	Nov. 4	Nov. 17	14
Arethusa.....	Nov. 23	Dec. 13	21
Montgomery.....	Dec. 26		
Montgomery.....	1906.	1906.	96
Panther.....	Mar. 31	Mar. 31	41
Macdonough.....	May 14	May 15	2
Arethusa.....	June 20	June 26	7
Samoset.....	June 26	(b)	} 5
Potomac.....	do....	(b)	

^a In dock July 1, 1905.

^b In dock June 30, 1906.

Total number of vessels docked	17
Total number of days dock was occupied	263

Important changes or improvements in the construction and repair plant completed or in progress during the year were as follows:

During the year one large forge furnace and two rivet rod-heating furnaces were fitted up in the smithery for the consumption of fuel oil. Two underground tanks of 7,009 gallons capacity are available for this building (No. 15). Fuel oil has also been introduced in the coppersmith's shop for six forges. Two underground tanks, with a capacity of 5,233 gallons, are now available for use in connection with this installation. All underground tanks referred to above can be filled directly from tank cars on the railway tracks connecting with the main lines of railway of Philadelphia.

The work of putting up the addition to the construction and repair paint shop (building No. 24) is progressing.

The following work is reported to the Bureau as necessary in the next fiscal year to complete or continue work to meet the immediate necessities of the construction and repair department:

Completion of dry dock No. 2.—While this is in the hands of another department, at the same time this dock is intended for the use of the construction and repair department. The necessity for its use is becoming more and more apparent as new vessels are being completed on the Delaware River, such as the *Tennessee*, *Washington*, *Kansas*, and *Mississippi*. These vessels should be docked at the League Island Navy-Yard, but they will be compelled to go to some other locality than Philadelphia for the purpose of being docked unless this dry dock is completed in a short time. It is therefore respectfully urged that every effort be made to complete this dock during the summer, as much time is lost in winter. Furthermore, attention is invited to the necessity of proper piers of suitable length for this dry dock.

In addition the Bureau would suggest that due provision should be made for having a sufficient space dredged to the maximum depth

of the channel near the entrance of the dry dock, in order that there may be no danger in taking large vessels in or out of dry dock.

New buildings or other yard improvements recommended to the Bureau, some of which the Bureau has requested to be included by Bureau of Yards and Docks in its request for estimates:

A new sawmill and rigging loft are needed. This matter has been referred to in previous annual reports.

Quarters for an assistant naval constructor should be provided. The Bureau considers that with the increasing importance of this yard, and the increasing amount of work, a naval constructor or assistant naval constructor should be in the yard as much as possible. The presence of an assistant naval constructor in the yard would make his services of more value to the Government, as he would be able to devote more of his time to his official duties without loss of time of going backward and forward to and from the navy-yard.

A spar pen should be inclosed in the back channel for spars belonging to the construction and repair department of the League Island Navy-Yard. At present these spars are kept in the mud in the back channel, but the rise and fall of the tide often leaves them exposed to the sun and air.

A wet basin should be provided to the eastward of the ordnance building on Broad street for the protection of small craft, launches, etc. At present there is little or no protection for small boats on the river front and in bad weather they are sometimes injured.

The naval constructor has submitted plans showing a proposed boat building and stowage structures to be situated immediately to the eastward of the proposed wet basin, provided with small canals or culverts for floating boats into the boat-building shop and boat-storage house, where they can be lifted by electric cranes and handled easily and promptly.

A marine railway capable of docking small torpedo boats and small tugs is also desirable.

Attention is invited to the leaky condition of dry dock No. 1. This matter involves additional expense in docking vessels.

It is respectfully recommended that the space between buildings Nos. 25 and 3 (both buildings in use by the construction and repair department) be paved; also immediately north of the foundry building (No. 25).

The mold loft on the second floor of building No. 12 is used for varnishing and polishing purposes. The present mold loft is the most available location for this work, and it is desirable that a suitable bridge be built connecting the joiner shop (second floor of building No. 7) with the mold loft; and that a third floor be built on building No. 12, raised sufficiently to provide a proper mold loft on the third floor, the second floor to be used for varnishing and polishing.

In the ship fitters' shop, ground floor of building No. 12, there are 7 machines, 4 on the west side and 3 on the east side, which are not entirely sheltered from the weather. It is desirable that the overhang of this building be extended about 6 feet on either side and a front fitted to new extension about 8 feet deep, with glass lights, the overhang and front to be supported by columns and canvas curtains to be fitted from the lower edge of front to the ground.

There is under consideration in the angle smithery (building No. 14) the fitting of one hydraulic jib crane of 5 tons capacity. There is also under consideration a horizontal bending machine for beams and angles.

It is also desirable that there be provided a steel storage shed for the protection of plates, angles, etc., to be fitted with overhead electric traveling cranes, with proper tracks for taking material to and from this building.

As stated in previous annual report, the care and preservation of torpedo boats is a matter of importance, and the attention of the Navy Department is respectfully invited to the advantages of the back channel and having fresh water at this navy-yard.

The Bureau respectfully recommends that the inclosure to the eastward and southward of building No. 14 (angle smithery) be considered as part of this building, and that it be placed under the jurisdiction of the naval constructor, as it is required for work when the building is used for its proper purpose. Even telegraph poles and fire hydrants would be considered in the way of handling material when a large amount of work is going on.

A large floating crane capable of handling the heaviest armor plate, guns, etc., is respectfully desirable.

Attention is respectfully invited to the great advantage which it is thought would be gained by having a pneumatic system for sending mail messages throughout the yard. It is thought that this matter is worthy of consideration as a time saver. Such an installation should expedite business between the different heads of departments.

In view of the draft of vessels which can be docked in dry dock No. 2, and as the Delaware River channel is to be deepened, attention is respectfully invited to the sea walls on the Delaware River front. It is understood that it is not considered safe to dredge close up to the sea walls on account of weakening the foundations. The result of this is that deep-draft vessels lying alongside of the sea walls are apt to be in the mud at low water. While this may not damage the hull, it is objectionable on account of mud being taken in through outboard valves. It is thought that this is a subject worthy of consideration.

There is at the League Island Navy-Yard the ram *Katahdin*, which, it is thought, has no military value. Its maintenance is a constant expense, and it is respectfully recommended that this vessel be sold, as it is probable that the maximum value could be obtained at the present time, whereas, as time goes on, the value of this vessel will decrease and the amount expended on its maintenance, upkeep, and care will be cumulative. There have been expended on this vessel since her last commission about \$35,000, and it is doubtful if the vessel could be sold for more at the present time.

A one-story fireproof building with a fireproof partition should be provided in the immediate vicinity of dry dock No. 2, for paints and oils in one part and dock gear and miscellaneous articles incidental to docking ships and minor miscellaneous repairs in the other part.

There should be and it is quite necessary to have a lumber storage shed and yard for a general stock of lumber for all departments.

The Bureau would also recommend for favorable consideration that a chemist be assigned to the League Island Navy-Yard. The services of the chemist would be of value in assisting the board of

inspection in the inspection of material intended for the department of construction and repair, and his services should be of value to most of the departments of the yard and possibly in connection with inspection of food for enlisted men.

NAVY-YARD, WASHINGTON, D. C.

The work of the experimental model basin and miscellaneous experimental work was continued under the general supervision of Naval Constructor David W. Taylor, attached to the Bureau.

The working force of the department was under one ship draftsman in charge, two quartermen and two leadingmen.

The maximum number of workmen employed during the year was 103; minimum, 87; average, 95½.

Minor and miscellaneous repairs were executed during the year upon the *Mayflower*, *Dolphin*, *Sylph*, *Choctaw*, *Triton*, *Tecumseh*, and *Oneida*, and upon ordnance barges Nos. 1, 3, and 9.

No large repairs or alterations were carried out or authorized during the year.

No new vessels under titles A, E, or G were built or authorized during the year.

The work of the model basin was continued, 110 new models were taken in hand. The fan and ventilation tests were continued, and in addition a large amount of miscellaneous experimental work was carried on.

The following-named vessels were docked on the marine railway:

Name of vessel.	When docked.	When undocked.	In dock.
	1905.	1905.	Days.
Choctaw.....	(a)	July 18	18
Triton.....	July 20	Aug. 24	35
Barge No. 1.....	Sept. 11	Sept. 29	20
Barge No. 3.....	Oct. 5	Oct. 16	11
Barge No. 11.....	Oct. 19	Nov. 7	19
Oneida.....	Dec. 20	Dec. 22	2
	1906.	1906.	
Sylph.....	Mar. 23	Apr. 25	33
Triton.....	May 31	June 2	2
Tecumseh.....	June 11	June 25	14

a From July 1, 1905.

Total number of vessels and barges docked	9
Total number of days marine railway was in use	154

The marine railway and electric chain hauling-out gear are in excellent condition, the accumulation of mud on the tracks of the railway having been removed to a great extent. The necessity for paving the narrow spaces on either side of the marine-railway slip is very great. The area of these spaces is small, but they are subjected to continuous and heavy traffic.

No extensive improvement of the construction plant is recommended during the coming year.

The two wooden buildings now used, respectively, for the storage of the completed models of the model basin and as a covering for the engines, dynamos, and boilers of the department should be replaced with permanent fireproof structures. Attention has heretofore been

called to both these buildings as being entirely inadequate and a source of danger from fire. There is most urgent need for both these structures. Designs for both buildings approved by this Bureau and transmitted to the Bureau of Yards and Docks.

NAVY-YARD, NORFOLK, VA.

I. The names of the officers on duty in the construction department during the year, followed by a statement of the nature of the duties performed by each, were as follows:

Naval Constructor Robert Stocker, U. S. Navy, head of department. In general charge; board duty.

Naval Constructor L. S. Adams, U. S. Navy, senior assistant. Supervising repairs to ships in commission and in ordinary; board duty.

Assistant Naval Constructor J. A. Spilman, U. S. Navy, preparing requisitions for supplies and inspection of same, and surveying officer of the department for several months; then on duty on ships under repair; board duty.

Assistant Naval Constructor D. R. Battles, U. S. Navy, reported for duty May 11, 1906, after completion of studies at the Massachusetts Institute of Technology. As soon as possible he will be given the duties connected with the preparation of requisitions for supplies and inspection of same and as surveying officer of the department.

Chief Carpenter George J. Shaw, U. S. Navy, instructor of the artificer school until April 20, 1906, at which date he was detached.

Chief Carpenter McCall Pate, U. S. Navy, assisting on repairs on certain vessels until April 20, 1906. Upon detachment of Chief Carpenter George J. Shaw, U. S. Navy, duty as instructor of artificer school.

Chief Carpenter William E. Powell, U. S. Navy, assisting on repair work on certain vessels, and on inspections and surveys, until September 28, 1905, when he was detached.

Chief Carpenter J. M. Simms, U. S. Navy, assists on repair work on certain vessels; inspection of buildings and ships in ordinary; assists on inspections and surveys.

Acting Carpenter Robert Velz, U. S. Navy, under training as to the duties of carpenter. Detached December 30, 1905.

Acting Carpenter W. H. Sampson, U. S. Navy, under training as to the duties of carpenter. Detached November 27, 1905.

Acting Carpenter Joseph J. Reddington, U. S. Navy, detached June 23, 1905. Reported for duty July 6, 1905. Detached July 21, 1905.

II. The number of master workmen, foremen, and quartermen in charge allowed in the construction department was 13.

III. Maximum number of men employed during the fiscal year, 1,176; minimum, 937; average, 1,053.

IV. The following is a list of vessels on which minor repairs have been made during the year; a fraction and a date in parentheses, after the name of the vessel, indicates the proportion of completion on June 30, 1906, and the probable date of completion, respectively. When these do not appear all work was completed.

Abarenda; *Alice* (8/10; July 11, 1906); *Adder*; *Alvarado* (1/10; indefinite; depends on steam engineering); *Atlanta*; *Alabama*; *Ban-*

croft; *Barney* (completed, except docking; July 10, 1906); *Bagley* (completed, except docking; July 10, 1906); *Biddle* (completed, except docking; indefinite); *Blakely* (not begun; indefinite); *Bailey*; *Cushing* (practically completed; indefinite; depends on equipment); *Cleveland*; *Denver*; *De Long*; *Dupont* (begun; indefinite; depends on steam engineering); *Don Juan de Austria*; *Des Moines*; *Ericsson* (completed, except docking; indefinite); *Eagre*; *Fern*; *Franklin*; *Foote* (practically completed, except docking; indefinite); *General Abbot* (6/10; indefinite; depends on steam engineering); *Georgia* (begun; indefinite); *Gwin* (completed, except docking; indefinite); *Galveston*; *Hopkins*; *Hercules* (begun; indefinite); *Holland* (1/10; indefinite; work stopped by order of Department); *Hornet*; *Hull*; *Hannibal*; *Hartford*; *Illinois*; *Jamestown*; *Lawrence*; *Lebanon*; *Leonidas* (8/10; vessel not at yard); *Louisiana*; *Mackenzie* (completed, except docking; indefinite); *Marcellus* (begun; indefinite; depends on steam engineering); *Macdonough*; *Mohawk*; *Maine*; *Mayflower*; *Moccasin*; *Manley* (6/10; indefinite; depends on steam engineering); *New Jersey* (begun; indefinite); *Nicholson* (5/10; indefinite); *Olympia*; *Paducah*; *Potomac*; *Porter* (5/10; indefinite); *Restless*; *Rhode Island* (begun; indefinite); *Richmond*; *Robert Center*; *Rocket* (practically completed; depends on movements of tug); *Rodgers*; *Somers* (practically completed, except docking; indefinite); *Stewart* (5/10; indefinite); *Siren*; *Stockton*; *Shubrick*; *Sandoval* (1/10; indefinite; depends on steam engineering); *Severn*; *Stringham* (8/10; July 5, 1906); *Sylvia* (5/10; indefinite; depends on steam engineering); *Talbot*; *Thornton*; *Tingey* (9/10; July 10, 1906); *Truxtun* (5/10; July 31, 1906); *Uncas*, *Winslow*; *Worden* (5/10; July 31, 1906); *West Virginia*; *Wilkes* (completed, except docking; July 10, 1906); *Wahneta*.

V. Important repairs or alterations were made on the following vessels during the year: *Ajax*, *Arethusa*, *Arkansas*, *Brutus*, *Cæsar*, *Charleston*, *Iowa*, *Kentucky*, *Newark*, *Nero*, *San Francisco*, *Texas*, *Virginia*, *Whipple*.

VI. The following is a statement of the vessels, barges, lighters, tugs, or other new floating property coming under titles A, E, or G, built or building for the naval service:

Name or designation.	Date of authority for construction by Bureau of Construction and Repair.	Principal dimensions, length and beam.	Style of construction.	Present condition and proportion of work completed.	Probable date of completion.
				<i>Per cent.</i>	
Water barge No. 12.....	Jan. 28, 1905	120 feet 3½ inches by 23 feet 6½ inches.	Steel.....	.....	Completed.
Coal barge No. 118.....	June 13, 1905	110 feet by 30 feet.....	Wood.....	.....	Do.
Coal barge No. 119.....	do.....	do.....	do.....	.....	Do.
Coal barge No. 120.....	do.....	do.....	do.....	.....	Do.
Coal barge No. 121.....	do.....	do.....	do.....	.....	Do.
Coal barge No. 124.....	June 17, 1905	86 feet 2 inches by 29 feet 2 inches.	do.....	65	Aug. 15, 1906.
Coal barge No. 125.....	do.....	110 feet 7½ inches by 30 feet.	do.....	75	July 25, 1906.
Ash dumping lighter for Washington.	Nov. 3, 1905	100 feet 7½ inches by 30 feet 1½ inches.	Steel.....	.....	Completed.
Caisson for dry dock No. 1, Charleston, (S. C.) Navy-Yard.	Mar. 28, 1906	115 feet 8¾ inches by 20 feet 6 inches.	do.....	Begun..	Indefinite; waiting for material.

VII. (a) The following boats were built during the year at a cost of \$60,304.21: One 40-foot steam barge, two 40-foot steam cutters, three 36-foot steam cutters, three 33-foot steam cutters, one 30-foot steam cutter, one 33-foot electric launch, one 28-foot gasoline whaleboat, two 36-foot sailing launches, two 33-foot sailing launches, eight 30-foot cutters, seven 31-foot racing cutters, four 30-foot whaleboats, two 28-foot whaleboats, three 20-foot whaleboats, two 30-foot gig whaleboats, three 30-foot barges, four 20-foot dingies, seven 16-foot dingies, nine 14-foot dingies, four 14-foot punts, two 12-foot punts. Total, 71.

(b) The following boats were under construction at the end of the year, but not completed: One 60-foot gasoline launch, one 40-foot gasoline barge, one 20-foot gasoline whaleboat, one 20-foot gasoline launch, one 33-foot electric launch, one 40-foot steam cutter, two 36-foot steam cutters, one 33-foot steam cutter, three 36-foot sailing launches, three 33-foot sailing launches, five 30-foot cutters, two 31-foot racing cutters, three 24-foot whaleboats, one 14-foot dingey. Total, 26.

(c) Outfits of vessels manufactured: The furniture and other articles of outfit for the *Charleston*, *Virginia*, and *Louisiana* were completed during the fiscal year.

The furniture and other articles of outfit for the *Minnesota* are eight-tenths completed.

VIII. The following is a statement of the vessels docked or hauled out on marine railway during the fiscal year:

Vessels docked during the fiscal year.

Name of ship.	Num- ber of dock.	Date when docked.	Date when un- docked.	In dock.
		1905.	1905.	Days.
Arethusa.....	2	(a) July 17	July 17	17
Marcellus.....	1	(a) July 3	July 3	3
Alice.....	1	July 6	July 14	8
Coal barge No. 69.....	1	do	do	8
Coal barge No. 74.....	1	do	do	8
General Abbot.....	1	July 14	July 25	11
Brutus.....	2	July 17	Aug. 9	23
Barney.....	1	July 25	Aug. 31	37
Bagley.....	1	do	do	37
Biddle.....	1	do	do	37
Robert Center.....	2	Aug. 12	Sept. 16	35
Alvarado.....	2	do	do	35
Truxtun.....	2	do	do	35
Nicholson.....	2	do	do	35
Red Dome.....	2	do	do	35
Shubrick.....	1	Sept. 2	Sept. 9	7
Thornton.....	1	do	do	7
Tingey.....	1	do	do	7
Mackenzie.....	1	Sept. 12	Sept. 19	7
Lawrence.....	1	do	do	7
Stockton.....	1	Sept. 20	Sept. 27	7
Foote.....	1	do	do	7
Water barge No. 12.....	1	do	do	7
De Long.....	1	Sept. 28	Oct. 5	6
Hercules.....	1	do	do	6
Rocket.....	1	do	do	6
Macdonough.....	2	Sept. 30	Oct. 19	19
Sandoval.....	2	do	do	19
Stewart.....	1	Oct. 7	Oct. 24	17
Lebanon.....	2	Oct. 20	Oct. 26	6
Arkansas.....	1	Oct. 25	Nov. 2	8
Galveston.....	2	Oct. 27	Nov. 7	11
Atlanta.....	1	Nov. 3	Nov. 9	6

a In dock July 1, 1905.

Vessels docked during the fiscal year—Continued.

Name of ship.	Number of dock.	Date when docked.	Date when undocked.	In dock.
		1905.	1905.	<i>Days.</i>
San Francisco.....	2	Nov. 9	Nov. 18	9
Mohawk.....	2	do	do	9
Nicholson.....	1	Nov. 15	Nov. 22	7
Somers.....	1	do	do	7
Eriessou.....	1	do	do	7
Cesar.....	2	Nov. 21	Nov. 28	7
Dupont.....	2	do	do	7
Porter.....	2	do	do	7
Wahnetta.....	1	Nov. 24	Nov. 29	5
Wilkes.....	1	do	do	5
Koitzers.....	1	do	do	5
Brutus.....	2	Nov. 28	Dec. 4	6
Nicholson.....	1	Nov. 29	Dec. 7	8
Worden.....	2	Dec. 5	Dec. 18	13
Potomac.....	1	Dec. 7	Dec. 12	5
Hannibal.....	1	Dec. 14	Dec. 19	5
Paducah.....	1	Dec. 19	Dec. 23	4
Leonidas.....	2	Dec. 22	Jan. 10	19
Baneroft.....	1	Dec. 23	Jan. 8	16
Lawrence.....	1	Jan. 8	Jan. 16	8
Nero.....	2	Jan. 11	Jan. 23	11
Adder.....	1	Jan. 17	Jan. 25	8
Bailey.....	1	do	do	8
Cushing.....	1	do	do	8
Ajax.....	2	Jan. 25	Feb. 12	18
Sylvia.....	1	Jan. 29	Feb. 20	22
Siren.....	2	Feb. 14	Feb. 27	13
Restless.....	2	do	do	13
Bagre.....	2	do	do	13
Hornet.....	1	Feb. 20	Feb. 28	8
Newark.....	2	Apr. 2	Apr. 18	16
Alvarado.....	1	Apr. 19	May 25	36
Sandoval.....	1	do	do	36
Olympia.....	2	Apr. 24	May 7	13
Arkansas.....	2	May 8	May 14	6
Rocket.....	2	do	do	6
Mohawk.....	2	May 16	June 21	36
Whipple.....	2	do	do	36
De Long.....	2	do	do	36
Uncas.....	1	May 25	May 30	4
Winslow.....	1	June 1	June 6	5
Stockton.....	1	do	do	5
Moccasin.....	1	do	do	5
General Abbot.....	1	June 7	(a)	23
Alice.....	1	do	(a)	23
Stringham.....	2	June 22	(a)	8
Shubrick.....	2	do	(a)	8
Thornton.....	2	do	(a)	8

^a In dock June 30, 1906.*Hauled out on marine railway.*

Name of ship.	Date when docked.	Date when undocked.	In dock.
			<i>Days.</i>
Talbot.....	July 20, 1905	Aug. 4, 1905	15
Gwin.....	Oct. 5, 1905	Oct. 10, 1905	5
Powder hoy.....	Oct. 12, 1905	Oct. 17, 1905	5
Torpedo scow.....	Nov. 15, 1905	Dec. 28, 1905	42
Holland.....	Aug. 14, 1905	Sept. 28, 1905	45
Daisy.....	Jan. 13, 1906	Jan. 20, 1906	7
Launch No. 201.....	Jan. 25, 1906	Feb. 8, 1906	14
Manley ^a	Feb. 9, 1906	(b)	141
Gasoline launch No. 707.....	Apr. 9, 1906	June 18, 1906	69
Talbot.....	June 23, 1906	June 29, 1906	6

^a Skidded to one side.^b On ways June 30, 1906.

*Summary of vessels docked and hauled out on marine railway during fiscal year ended
June 30, 1906.*

	Vessels.	Days.
Dock No. 1.....	47	281
Dock No. 2.....	34	286
Marine railway.....	10	349

IX. Important changes and improvements in the construction plant during the fiscal year, including a statement of the condition of work upon construction buildings already authorized, and not yet completed, are as follows:

Galvanizing plant.—The installation of hot process galvanizing tubs was completed, using fuel oil.

Power plant.—The power plant of the construction and repair department was transferred to the department of yards and docks in accordance with Department's instructions in August, 1905, and included boiler plants, electric and pneumatic power plants, wiring, pipe lines, etc.

Machine tools.—A considerable number of machine tools and other appliances for the various shops were put in operation; others are due on existing contracts.

Electric motors.—The application of electric motors to individual drive were continued, and comparatively little remains to be done in this line.

Shipsmith shop and drop-forge equipment.—Forges in the shipsmith shop are being converted from gas to fuel oil. This will occasion considerable saving in fuel cost. The die-sinking department was established alongside drop-forge hammers, and additional equipment has been installed (and some is still due) for the die-sinking and drop-forging department. The construction and repair department is now well equipped for making dies and drop forgings. A large saving in money and time is resulting from the use of drop forgings.

Combination shop.—A number of outside shipfitters' tools are being set up in available spaces in the combination shop, with the idea of using this shop for its legitimate purposes as far as the occupation by the sheet-metal workers will permit, pending the transfer of the sheet-metal workers to a new building, or elsewhere, as may be found feasible.

Bending shed equipment.—The plate and angle furnaces in the bending shed have been equipped for the use of fuel oil.

Buildings.—No construction and repair buildings have been under construction and none are authorized.

X. Statement of work necessary in the coming fiscal year to complete or continue work on the construction plant to meet the immediate necessities in construction and repair.

Sheet-metal workers.—The sheet-metal workers are located in the combination shop beyond the wooden dry dock, far removed from the other shops and from the foreman in charge. It is essential that they should be brought to the northern part of the yard. Pending an appropriation for a new plumbers' shop, the question of finding temporary location for the sheet-metal workers in some other building will be given consideration.

Miscellaneous tools.—Miscellaneous tools and labor-saving appliances will be required for the various shops to replace worn-out tools and to improve their efficiency.

XI. The following is a statement of the new buildings in construction and repair, and other yard or station improvements affecting the efficiency of construction and repair, recommended by the head of department of construction and repair.

Plumber shop.—Plans for this building were approved and transmitted to the Bureau of Yards and Docks by this Bureau.

It is an urgent necessity to provide this building for the accommodation of the plumbers, pipe fitters, coppersmiths, galvanized-iron workers, and wire workers. At present the plumbers, the pipe fitters, and the coppersmiths are located in a cramped space in building No. 9. The galvanized-iron workers and wire workers are temporarily installed in the combination shop (building No. 56) to the southward of dry dock No. 2, far removed from the foreman and from other shops of the department.

Boat shop.—Plans of this building were forwarded with naval constructor's letter No. 1008-E 61, of June 28, 1904.

At present the ground floor of building No. 29 is used as a boat shop. This space is entirely inadequate, is inconveniently arranged, and subject to destruction by fire. Further, the facilities for boat storage are equally inadequate and boats are stored in all sorts of out of the way places and corners, requiring uneconomical handling, and causing unnecessary deterioration and damage. There is required a boat shop, as per plan above referred to, in which boats can be built and stored complete with outfit.

Dry kiln.—As it becomes more and more difficult to obtain seasoned lumber, especially on short notice, the necessity for a dry kiln becomes urgent, and is under consideration. A small room in the southwest corner of the boat shop (building No. 29) is at present fitted up as a dry kiln, but its capacity and facilities are inadequate.

Timber shed.—To prevent deterioration of timber stowed in the open and to clear up the streets and relieve buildings 28, 32, and 33 of such other large material as is stored therein, it has been recommended that a suitable shed be erected for the above timber, to be located in a convenient place on the newly acquired tract of land, or within the present yard limits, if a suitable place can be found, the timber shed to be about 60 feet by 400 feet.

Timber basin.—A wet basin for the preservation of spruce poles and spars is very necessary. The larger spars of this kind are at present stored in the open, and the smaller ones under cover. These spars deteriorate rapidly under these conditions of storage. To insure preservation they should be submerged in fresh water. This could be provided at comparatively small expense in a suitable location on the new land recently acquired. The location selected need not interfere with the future development of this land.

Shipwright shop.—The mooring slips now under construction south of the new fitting-out basin will require the removal of building No. 28, if these slips are to be made of proper length. This building now serves as spar shed and boat storage on the ground floor; and as pattern shop, pattern storage, and a small area of Supplies and Accounts storage, on the second floor. The pattern shop and storage are provided for under the proposed shipfitters' shed, etc., the boat storage

under the proposed boat shop, but there is no provision for the spar makers. Further, the shipwrights now have insufficient space in building No. 18. The Bureau is therefore considering a proposition to recommence the erection of a new building on the site of building No. 18 (which is very old and defective), to be about 60 feet by 300 feet, two stories high; ground floor devoted to shipwrights' shop, spar shop, and room for dock gear; second floor devoted to laborers' department, rigging loft and gear, and wood calkers.

Shipfitters' shed, bending shed, beam shed, pattern shop, and mold loft.—Plans for this building have been approved and have been transmitted to the Bureau of Yards and Docks by this Bureau.

The present housing for the tools in the shipfitters' shed (building No. 55) consists of a temporary wood structure erected at the time the *Texas* and *Raleigh* were built. It has been repaired from time to time as became necessary. Similar remarks apply to the bending shed. It will be necessary to renew these structures at an early date.

Taking the above into consideration, the fact that there is now no mold loft (it being occupied by the offices of this department since the destruction by fire of the old offices in December, 1900), the necessity of having the mold loft on the north side of the fitting-out basin, where the shipfitters' shed and bending shed are located, the necessity of having the pattern shop and pattern storage near the foundry in building No. 42, and the fact that the proposed building slip is directly in front of this shed, it seems apparent that a proper arrangement and concentration of shops require the proposed building. Further, a fire in the present wooden structures would ruin thousands of dollars' worth of costly tools and absolutely disable the department until they could be replaced and housed.

Frame shed.—Plans for this shed have been approved and have been transmitted to the Bureau of Yards and Docks by this Bureau's letter No. 670-A 224, of August 30, 1904. This shed is not required immediately.

Mooring slips and small dry dock.—The original plan of these mooring slips has been slightly modified, and the general arrangement approved by the Bureaus of Yards and Docks and Construction and Repair. One hundred and fifty thousand dollars has been appropriated toward the construction of these slips. It is essential that the remaining appropriation be made to complete this project at an early date.

Traveling crane around fitting-out basin.—It is essential that a suitable traveling crane be provided at once. Most of the track for same has already been installed.

Traveling crane around dry docks Nos. 1 and 2.—This crane has not sufficient reach to plumb the center of the docks. A small appropriation is available for fitting an extension with auxiliary winch, but the appropriation is not sufficient to carry out the improvement. It is essential that this improvement should be carried out without further delay.

One hundred ton shears.—This tool has been out of commission for some years, and an appropriation for remodeling same has been available for a year. It is desirable that the work of remodeling the shears be done as expeditiously as possible.

Inside fire protection.—During the past year some fire tools, such as fire axes and fire buckets, have been installed in a number of the

buildings, but there are practically no inside fire plugs or sprinklers. It is believed very desirable that a complete apparatus be provided.

Door locks, window screens and locks.—During the past year a limited number of pass locks have been installed—about one for each building on the ground floor. This is considered entirely inadequate for expeditious entering of the buildings and has not materially reduced the large bunch of keys which it is necessary for the watchmen to carry. It is respectfully urged that all doors be provided with pass locks, so that communication from building to building may be rapid in case of necessity. There has been considerable trouble in connection with broken windows and buildings being entered through windows. It is considered essential that all windows on the ground floor be provided with suitable wire screens to prevent breakage and unauthorized entry into buildings. Pending the installation of the screens, suitable locks should be provided for the window sashes where not now provided.

Railroad tracks.—Railroad track extension is necessary, especially along the water front north of the new fitting-out basin. It is also considered necessary to have a railroad track along Warrington avenue in front of buildings Nos. 41 and 55, in order that material may be transported from these buildings, especially building No. 55, where considerable work is done just outside of the building.

Construction office telephone system.—This system has been of the greatest usefulness in expediting communication in the construction and repair department, and it is indispensable. The system is one of the earlier types, and considerable interference results from "cross talk." Repairs are becoming more and more frequent. A modern system should be installed as soon as possible.

Capstans and bollards for dry docks Nos. 1 and 2.—Additional capstans and bollards should be provided as per joint indorsement (eleventh) of the civil engineer and naval constructor of May 11, 1905, on letter of the naval constructor No. 7-E. 116, of March 28, 1905, requesting additional bollards and capstans. This is considered urgent.

Fenders and bollards for new fitting-out basin.—The necessity for fenders at the new fitting-out basin is obvious. Also additional fittings are necessary around this basin for the purpose of securing spur shores and suitable bollards for securing vessels. An allotment of funds to do this work is understood to have been made recently.

Additional paving.—Additional paving in the yard is urgently needed.

Dry dock No. 3.—Attention is called to the urgent necessity of getting this dock in operation as soon as possible for the purpose of docking the larger ships, which can not now be docked at this yard.

Schmoele tract.—Attention is called to the necessity for funds for improving this tract, the first step being a suitable inclosure to keep out the public.

Heating systems.—Heating systems should be provided for the shops not yet so provided.

Lighting systems.—Considerable work has been done during the past year to provide lighting systems for various shops and should be pushed to completion as soon as possible.

Dry-dock caissons.—These are in need of docking and painting, inside and out. Rubber gaskets require repairs or renewal. Elec-

trically operated pumps should be provided for the caissons. It is most important that the docks should not be put out of commission thru failure of the caissons.

Dry docks Nos. 1 and 2, pumping station.—Electric pumps should be provided for this station.

Leaky roofs and skylights.—The renewal of these should be given consideration, especially for such buildings as are not under consideration for replacing by modern structures.

NAVAL STATION, PORT ROYAL, S. C.

Officers on duty in the department of construction and repair during the year were:

Chief Carpenter Charles Thompson, U. S. Navy, performed the duties of the head of the department.

One quartermaster machinist allowed; supervised all mechanical work.

Maximum number of workmen employed, 28; minimum, 8; average, 17.

Minor repairs were made to the *Rodgers*, tug *Sebago*, United States Army boat *Colonel Elder*, coal scows Nos. 1 and 2, steam launch No. 239, and steam cutters Nos. 91, 150, 155, and 337.

(1) Boats were built and articles manufactured for general issue as follows: Two 28-foot cutters (including construction and repair outfits) completed; 20,640 brass fittings for light and hydraulic fitting advanced from 40 per cent to 45 per cent and work suspended; 10 mess benches completed; miscellaneous repairs to boat equipment completed. The shop was used by the vessels of the third torpedo boat flotilla for making repairs by their own force about two months.

(2) All machine work under other bureaus at this station was done by the construction and repair department.

(3) No improvements were made in buildings or plant of this department, and none will be necessary under the present plan to transfer this station to Charleston, S. C. Much of the larger and heavier machinery has been disassembled and prepared for shipment.

NAVY-YARD, CHARLESTON, S. C.

The commandant performed the duties of head of construction and repair department.

The ship fitters' shop, with mold loft and furnace shed, and the foundry for construction and repair were completed during the year. The latrine, building No. 27, was not completed at the end of the fiscal year.

The construction and repair department not yet being in operation, there were no repairs to vessels or other construction work.

NAVAL STATION, KEY WEST, FLA.

This construction and repair building is to occupy a site parallel with the steam engineering machine shop No. 7-B and about 200 feet west of that building. This site is at present submerged, but will, with the adjacent area, be inclosed by a quay wall and for the most part will be filled in.

The area inclosed by the quay wall and thereby reclaimed from the sea will give this naval station more than double its present area.

A large foundry is designed to occupy the space between the steam engineering machine shop building No. 7-B and the new construction and repair building above mentioned. The central power station is designed to occupy a site to be reclaimed 300 feet north-northwest of this construction and repair building. This central power station will be on a site to be reclaimed from the sea between the equipment building and the south coal shed.

The site of the authorized construction and repair building south of the site of the authorized marine railway seems to be most appropriate. The new foundry building will thus be east, the central power station only a short distance north-northwest, and the coal sheds along the line of the channel bulkhead about west-northwest of the site of the authorized construction and repair building.

The money for this building has been appropriated, as well as that for the marine railway, so that this building should be commenced without delay. The installation of the necessary machinery and tools should be provided for, so that the construction and repair department may be in efficient operation as soon as possible.

The commandant acted as head of the construction and repair department. Chief Carpenter Jacob Jacobson, U. S. Navy, reported for duty in the construction and repair department on March 10, 1906.

No master workman, foreman, or quartermaster in charge were allowed for the construction and repair department in this station.

The permanent construction and repair employees were as follows: 1 shipwright, at \$3.52 per diem; 1 general helper, at \$2.48 per diem; 1 general helper, at \$2.48 per diem (six months only); 1 special laborer, at \$3.04 per diem (three months only).

The number of workmen employed during the fiscal year were as follows: Maximum, 8; minimum, 2; average, 4½.

The names of vessels upon which minor repairs were made were as follows (all of the repairs were completed):

Station craft:

Steam launch No. 1-K.

Steam launch No. 2-K.

Steam launch No. 355.

Water barge No. 1.

Coal barge No. 7.

Coal barge No. 8.

Whaleboat No. R-1.

Sailing launch No. Y-382.

Tugs *Osceola* and *Massasoit*.

The names of vessels upon which important repairs were made were as follows (all of the repair work completed): Tug *Massasoit*, tug *Osceola*, sailing launch Y-382, coal barge No. 8.

Two 12-foot punts were built during the year, authorized in Bureau's letter No. 1380-A. 17, of April 6, 1906. Work was commenced April 11, 1906, and completed May 5, 1906. Labor, \$49.57; material, \$27.40; total, \$76.97. They are in good condition.

No boats or outfits of vessels were made during the year.

The following vessel was hauled out on William Curry's Sons marine railway during the year: Tug *Massasoit*, docked November 18, 1905; undocked November 22, 1905; in dock three days.

The small marine railway at this station for steam launches and small craft is still in use as heretofore.

No important changes or improvements in the construction and repair plant have occurred this year.

It is recommended to the Bureau that the construction and repair building authorized by act of June 7, 1900, for which \$50,000 is available, and the marine railway, for which \$20,000 has already been appropriated, shall both be built as soon as possible. The site for the marine railway has been selected to run out from the sea wall just north of the construction and repair smithery building No. 33 a-w., extending out to the channel at the bulkhead line south of the quay wall. This marine railway should be built as soon as possible, and will be designed to carry the largest type of torpedo-boat destroyers and the largest type of tugs, like the *Osceola*. The plant of the construction and repair department should likewise be improved, and such tools, which are immediately necessary, for minor repairs to the hulls of torpedo-boat destroyers could be installed in the smithery building until the main construction and repair building shall have been erected. The Bureau has this under consideration.

NAVY-YARD, PENSACOLA, FLA.

The officers on duty in the construction and repair department during the year, and the duties performed by each were as follows:

Asst. Naval Constructor W. G. Du Bose, U. S. Navy, July 1 to December 5, 1905. In direct charge of all work in department, and miscellaneous duties as assigned by the commandant.

Asst. Naval Constructor J. E. Bailey, U. S. Navy, November 24 to December 5, 1905, assistant; December 5, 1905, to June 30, 1906, in direct charge of all work in department and miscellaneous duties as assigned by the commandant.

Chief Carpenter A. C. Burroughs, U. S. Navy, surveying officer for equipage and supplies; care of shops, premises, dry docks, and vessels in ordinary; miscellaneous duties as assigned.

The number of master workmen, foremen, and quartermen in charge allowed in the construction and repair department was 7, as follows:

Master workmen.....	2
Foremen.....	1
Quartermen in charge.....	3
Leadingmen in charge of shop.....	1

The maximum, minimum, and average number of workmen employed during the year was as follows:

Maximum.....	363
Minimum.....	188
Average.....	248

Minor repairs were made during the year on the following vessels: *Wasp*, *Waban*, *Uncas*, *Accomac*, *Dupont*, *Leonidas*, *Texas*, *Florida*, *Columbia*.

Yard craft not borne on Navy Register: *Undine*, steam launch No. 102, construction and repair electric launch No. 168, coal barges Nos. 20, 85, 86, 87, 106, 107, 108, 109, and ash lighter No. 7, U. S. R. C., *Fessenden*, and 8 yard floats.

Important repairs or alterations were made during the year on the following vessels: *Amphitrite*, *Isla de Luzon*, *Machias*, dredge *Caucas*, coal barge No. 1, *Vixen*, *Osceola*, water barge No. 1.

The following vessels, barges, lighters, and other floating property under titles A, E, or G were completed during the year.

Designation.	Authority, Bureau letter.	Dimensions, length and beam.	Style of construction.	Probable date of com- pletion.
Coal barge No. 113.....	Dec. 20, 1904	86 feet 2 inches by 29 feet 2 inches.	Wood, copper sheathed, open bins.	Completed.
Coal barge No. 114.....	do	do	do	Do.
Coal barge No. 122.....	Oct. 3, 1904	do	Wood, copper sheathed, with deck house.	Do.
Coal barge No. 123.....	do	do	do	Do.
Coal barge No. 126.....	Aug. 14, 1905	110 feet by 30 feet.	Wood, copper sheathed, open bins.	Do.
Ash lighter No. 11.....	Jan. 24, 1905	110 feet by 37 feet.	Wood, galvanized- iron sheathed.	Sept. 15, 1906.
Water barge No. 13.....	Feb. 3, 1905	92 feet by 17 feet.	Steel.....	1 day after boilers are installed.
8 floats.....	Feb. 7, 1905	12 feet by 6 feet.	Wood, galvanized- iron sheathed.	Completed.
1 dump scow.....	Built under transfer of labor from yards and docks de- partment.	76 feet 4 inches by 23 feet 6 inches.	Wood, copper sheathed.	Do.
Do.....	do	do	do	99 per cent completed.

Coal barge No. 122 was fitted up as living quarters for surveying party at Almiranti Bay, and coal barge No. 21 was converted into a covered cargo barge for use of the general storekeeper.

A 10-ton steel floating derrick has been two-tenths completed; date of completion, February, 1907.

Two gang planks 30 feet long, for approach to steel dock, and two 20 feet long, for use of vessels, have been built.

The following boats were built complete with outfits during the year:

Kind of vessel.	Number.	Length.	Kind of vessel.	Number.	Length.
		<i>Feet.</i>			<i>Feet.</i>
Cutters.....	2	28	Sailing launch.....	1	33
Do.....	2	26	Dinghy.....	1	20
Cutter.....	1	24	Do.....	1	18
Whaleboat.....	1	30	Dinghies.....	2	16
Do.....	1	28	Do.....	2	14
Do.....	1	24	Skiff.....	1	16
Whaleboat (special).....	1	14	Punt.....	1	10

Targets for the annual target practice for the North Atlantic Fleet were built and old ones rebuilt by the Construction and Repair Department, under transfer from Ordnance Department.

Steel dry dock.—Scaling, cleaning, and painting inside of pontoons and bottoms of pontoons and side walls were completed; new mud valves and pontoon pins fitted.

Plans for an auxiliary yacht and for a new steamer were prepared for the army engineers.

The following is a statement of vessels docked during the fiscal year:

Name of vessel.	Docked.	Un-docked.	In dock.
	1905.	1905.	Days.
Amphitrite.....	(a)	July 5	5
Wasp.....	July 27	Aug. 4	9
Osceola.....	Aug. 7	Aug. 25	19
U. S. R. C. Penrose.....	Aug. 25	Aug. 30	6
Coal barge No. 1.....	Sept. 5	Sept. 30	26
Waban.....	Oct. 3	Oct. 5	3
Gloucester.....	Oct. 12	Oct. 17	6
Isla de Luzon.....	Oct. 24	Nov. 1	9
Waban.....	Nov. 1	Nov. 3	3
Caucas.....	Nov. 13	Dec. 18	34
Vixen.....	1906.	1906.	
Dupont.....	Jan. 24	Mar. 1	37
Accomac.....	Mar. 8	Mar. 16	9
Coal barge No. 21.....	Apr. 16	Apr. 19	3
Coal barge No. 87.....	Apr. 24	Apr. 25	1
Coal barge No. 20.....	do	do	1
Coal barge No. 85.....	Apr. 25	Apr. 26	1
Coal barge No. 106.....	do	do	1
Ash lighter No. 7.....	Apr. 26	May 1	5
Coal barge No. 108.....	do	do	5
Coal barge No. 109.....	May 2	May 3	1
Coal barge No. 96.....	do	do	1
Coal barge No. 107.....	May 3	May 4	1
Osceola.....	do	do	1
U. S. R. C. Fessenden.....	May 15	May 18	3
	May 21	May 25	4

^a In dock.

Summary of vessels docked during the fiscal year ended June 30, 1906.

	Vessels.	In dock.
		Days.
Wooden dock.....	24	180
Steel dock.....	1	5

Important changes and improvements in construction plant during the last fiscal year, and improvements affecting the efficiency of the Construction and Repair Department:

(a) The joiner shop was rearranged, new machinery being added, and equipped throughout with motor drive.

(b) A dust-collecting system was completed.

(c) A dry kiln was built.

(d) A small shed to cover sawmill outfit was built, floored, and bandsaw mill and planer installed.

(e) The shipfitters' shop was transferred to the south end of building No. 44, which was completed.

(f) Various new machines and electric motors were added to present shops as the development of work required.

(g) Structural ironwork of Yards and Docks' central power plant was erected; work on new coal-storage wharf was continued, and the railroad was largely relaid.

The following work was reported to the Bureau as necessary in the coming fiscal year to complete or continue work on the construction plant:

(a) Changing 2-wire 110-volt system to the 3-wire 110-220 volt system.

(b) The installation of new machinery for machine shop, lumber shop, sawmill, and boat shop, already purchased, and some small amount to be required for.

(c) Laying steam line from power house to sawmill and dry kiln.

The following new buildings and other yard or station improvements affecting the efficiency of construction and repair work have been recommended to the Bureau, certain of which the Bureau has requested the Bureau of Yards and Docks to include in the request for appropriation:

(a) The paint shop is now located in an old shed on the eastern side of the dock basin, with a low roof and very little floor space. The effect of the summer heat on the paints and oils in this building is such as to cause apprehension as to its safety. A new building, 60 by 60 feet, two floors, is desirable, with facilities for stowage and mixing and grinding paints.

(b) The present temporary structure covering the band-saw mill and dimension planer is just large enough to cover these machines. To accommodate cut-off saw and resaw, and to cover the tracks of the band-saw mill and dimension planer, and to provide room for repairing and other machinery, a building 170 by 60 feet is desirable. The location of this yard, with respect to timber and to skilled labor in sawmill and shipwright work, render a well equipped and properly housed sawmill particularly desirable.

(c) The proper storage of lumber requires early action, and the Bureau has it under consideration. The Construction and Repair Department is the most directly concerned in this question. The present facilities are inadequate.

(d) There are no roadways making communication from any shops to any docks or slips, except by hauling through deep sand. This should be remedied. The carrying of material to the steel dock is only possible in the case of the most favorably situated shop by first loading on railroad hand cars, then transferring to push cars for remainder of trip.

(e) A spur track is desirable to the sawmill, dry kiln, and building ways, and a spur track should be built alongside the ship-fitters' shed, building No. 44.

(f) Extension of the wharfage so as to provide berthing space for large vessels undergoing repairs is required.

(g) The improvements required at this yard which are most necessary at the present time are: (1) A fire system, (2) a sewage system, (3) a fresh-water service.

NAVAL STATION, NEW ORLEANS, LA.

I. (a) The officers attached to the construction and repair department during the year and their duties were as follows:

Naval Constructor T. G. Roberts, U. S. Navy, in charge of department.

(b) The principal duties of the department has been the operation, care, and preservation of the floating dock, care and preservation of shops and machinery, purchase and installation of new machinery, and design work of new shops projected.

II. The number of foremen employed was two.

III. The maximum number of men employed during the fiscal year was 106; minimum, 7; average, 40.

IV. Minor repairs were made upon the following vessel: U. S. S. *Stranger*.

V. No important repairs to ships were undertaken.

VI. The floating property built under the appropriation "Construction and repair" was as follows:

Authority for construction.	Name.	Dimensions.	Style.	Began.	Completed.
Bureau Construction and Repair, No. 10927-A 3, Nov. 4, 1905.	Pontoon float (landing approach No. 3).	50 feet by 15 feet by 4 feet...	Wood....	1906. Jan. 25	1906. Mar. 2
Bureau Construction and Repair, No. 10927-A 1, Jan. 10, 1905.	Pontoon float (landing approach No. 2).	48 feet by 15 feet by 4 feet...	.....do....	1905. Oct. 13	1905. Dec. 19
Do.....	Pontoon float (landing approach No. 1).	30 feet by 15 feet by 4 feet...	.....do....	Oct. 31	Do.

VIII. The following vessels were docked during the fiscal year:

Name of vessel.	By whom ordered.	For what purpose.	When docked.	Undocked.
Dredge Benyaurel.....	Commandant.	Clean and paint.....	1905. Aug. 8	1905. Sept. 8
Esparta.....	do.....	do.....	Nov. 15	Nov. 20
Washpenaw.....	do.....	Minor repairs.....	Nov. 21	Nov. 23
Limon.....	do.....	Clean and paint.....	Nov. 25	Nov. 29
Schooner H. W. Lewis.....	do.....	do.....	Dec. 5	Dec. 8
Tug Ella Andrews.....	do.....	Minor repairs.....	Dec. 8	Dec. 12
Dredge Barnard.....	do.....	Clean and paint.....	1906. Feb. 6	1906. Feb. 15
Dredge Benyaurel.....	do.....	do.....	Feb. 20	Mar. 1
Do.....	do.....	Minor repairs.....	Mar. 20	Apr. 2
Stranger.....	do.....	Clean and paint.....	May 8	May 11
Barge El Grande.....	do.....	Minor repairs.....	May 28	June 16
Dredge Benyaurel.....	do.....	do.....	June 19	June 28

IX. The important changes or improvements in the construction and repair plant completed and in progress during the year were as follows:

(a) The compressed-air piping system between the power house and machine shop has been completed.

(b) Blacksmith and coppersmith forges, operated by an electric blower, have been purchased and installed.

(c) The hand plate-bending machine and small plate-bending rolls have been purchased and installed.

(d) An electroplating plant has been purchased and will shortly be delivered.

X. The following work is reported to the Bureau as necessary in the coming fiscal year to complete and continue work in the construction plant and meet the immediate necessities:

(a) An angle and a plate furnace and bending slabs to be purchased and assembled as soon as a shed shall have been provided by yards and docks.

(b) An outfit of sawmill machinery to be purchased as soon as a temporary shed shall have been provided.

(c) Various new machinery will be required in the extension of the operations of the machine shop.

XI. The buildings, etc., required by the construction and repair department are reported to be:

(a) Shed for plate and angle furnaces and bending slab, which should be provided for at the very earliest possible date.

(b) A new building for a smithery and copper shop, as per print No. 67-e, which is already in the possession of the department of yards and docks, will be needed in the near future. The space now occupied by copper shop and smithery in this department is so cramped that a suitable building will have to be provided if any serious work requiring such shops is to be undertaken.

(c) A platform flooring between the dock approaches and the river side of levee, with two single-story sheds of ample dimensions, the whole to be supported by piling at a level of the present wharf, will be required. These storage sheds are much needed to store deck timbers, scaffolding, tackle, paints, etc.

(d) A lumber storehouse 200 feet long by 50 feet wide, single story, one side to be open throughout the length of the building, the open side to be covered by a broad, overhanging eave about 15 feet wide. The need of this building is urgent, in view of the rapid deterioration of lumber if permitted to lie in the sun.

(e) A fixed revolving crane, capacity 40 tons, reach 45 feet, to be located at a point at the outward edge of the new wharf extension at about 500 feet above the upper approach of the dock, provided with a railroad track connecting with the yard system. The capacity of this station for doing any shipboard work at the water front involving lifting or transporting of boats, masts, smokestacks, or other weights will be meager, inefficient, and unsubstantial until such a crane shall have been provided.

(f) A raised ventilator roof should be built continuously along the top of the machine shop (building No. 4) to provide adequate ventilation.

NAVY-YARD, MARE ISLAND, CAL.

I. The officers on duty in the construction and repair department during the year and the duties performed by each were as follows:

Naval Constructor Holden A. Evans, U. S. Navy, head of department, in general charge.

Asst. Naval Constructor William McEntee, U. S. Navy; repairs to ships in commission and out of commission as designated; repairs to yard tugs and submarines; quarterly inspection of yard tugs; in charge of ships in ordinary; preparation of allowance lists; manufacture and assembly of furniture, blocks, outfits, etc., for ships building at the Union Iron Works.

Asst. Naval Constructor Sidney M. Henry, U. S. Navy; in charge of requisition office; preparation of requisitions for supplies, and inspection of same; surveying officer of the department; repairs to ships as assigned; plant work as assigned.

Asst. Naval Constructor Richard D. Gatewood, U. S. Navy; reported May 12, 1906, is to assume the duties described above in the case of Assistant Naval Constructor Henry.

Carpenter Charles S. Kendall, U. S. Navy; general supervision of ship keepers and ships in ordinary on which no work is being performed; inspection of shops; assists on repair work on vessels as assigned.

Carpenter Elvie L. Kempton, U. S. Navy; reported April 20, 1906; assists the requisition officer in inspection of supplies; assists surveying officer in surveys, and other work as assigned from time to time.

Carpenter William O'Neill, U. S. Navy; reported May 17, 1906; assists on repair work on vessels as assigned. Will relieve Carpenter Kendall of the supervision of ship keepers and ships in ordinary.

The following acting carpenters were under instruction:

Acting carpenters.	Reported.		Detached.	
	1905.		1905.	
Paul R. Dickson.....	Mar.	22	Nov.	30
Charles J. Kerr.....	Mar.	28	Do.	
James J. Murphy.....	do		Do.	

II. The number of master workmen, foremen, and quartermen in charge employed was 13.

III. The maximum number of men employed during the fiscal year was 813; the minimum number, 514; the average number of men employed, 685.

IV. The following vessels received minor repairs during the fiscal year *Active*, *Alert*, *Boston*, *Celtic*, *Davis*, *Farragut*, *Fox*, *Grampus*, *Iris*, *Independence*, *Lawton*, *Manila*, *Paul Jones*, *Pensacola*, *Perry*, *Pike*, *Preble*, *Princeton*, *Marblehead*, *Relief*, *Saturn*, *Sotoyomo*, *Supply*, *Vigilant*. Also the following barges, etc., not borne on the Naval Register: Ammunition lighters Nos. 1 and 2, coal barges Nos. 70, 71, 72, 73, 42, 33, launch No. 308 (*Dart*), fireboat *Leslie*, and construction and repair launch *Pinafore*.

V. The following vessels received extensive repairs during the fiscal year: *Alert*, *Annapolis*, *Bennington*, *Buffalo*, *New Orleans*, *Solace*, *Unadilla*, *Vicksburg*, *Wyoming*, *Yorktown*.

VI. The following is a statement of the vessels or other floating property built or building:

(a) *U. S. S. Intrepid*.—The events of construction are as given in the last annual report. Work has been suspended during the entire fiscal year on account of lack of funds. The vessel is 97.5 per cent completed.

(b) The following is a statement of the barges, lighters, tugs, and other new floating property coming under titles A, E, or G, built or building for the naval service:

Name or designation.	Date of authority for construction by Bureau of Construction and Repair.	Principal dimensions.			Style of construction.	Present condition and proportion of work completed.	Probable date of completion.
		Length, extreme.	Beam, molded.	Depth, molded.			
Ferry launch No. 621, training station, San Francisco.	1904. Nov. 15	<i>Ft. in.</i> 75 4	<i>Ft. in.</i> 18 3½	<i>Ft. in.</i> 7 10½	Steel.....	65 per cent..	Depends upon machinery.
Water barge No. 15, Honolulu.	1905. Apr. 14	92 0	17 0	9 0	.....do.....	Completed..	Sept. 2, 1905
Float, Ordnance Department.	July 11	30 0	10 0	2 4	Wood.....	.....do.....	Aug. 7, 1905
Barge, freight lighter, and pile driver, Midway Islands.	Sept. 16	45 0	20 0	5 3	Wood, copper sheathed.	.....do.....	Mar. 9, 1906
Water barge No. 16, San Francisco Bay.	Oct. 25	120 6	23 6	12 0	Steel.....	80 per cent..	Depends upon machinery.
Coal barge No. 129, City Point, Cal.	1906. Apr. 27	110 0	30 0	8 0	Wood, copper sheathed.	Not begun..	Nov. 1, 1906
Coal barge No. 130, City Point, Cal.	.....do....	110 0	30 0	8 0	.....do.....	.....do.....	Do.
Coal barge No. 131, City Point, Cal.	.....do....	110 0	30 0	8 0	.....do.....	.....do.....	Jan. 1, 1907
Coal barge No. 132, City Point, Cal.	.....do....	110 0	30 0	8 0	.....do.....	.....do.....	Do.

VII. (a) The following boats were built during the year at a total cost of \$53,257.41: Two 40-foot steam cutters, one 36-foot steam cutter, one 30-foot steam cutter, five 28-foot steam cutters, six 36-foot sail launches, two 33-foot sail launches, two 30-foot sail launches, twelve 30-foot cutters, three 28-foot cutters as launches, one 24-foot cutter, two 28-foot cutters, one 20-foot cutter, two 30-foot barges, one 30-foot whaleboat, four 28-foot whaleboats, two 20-foot whaleboats; three 30-foot gig whaleboats, two 28-foot gig whaleboats, six 20-foot dingeys, two 18-foot dingeys, one 16-foot dingey, three 14-foot dingeys, eight 12-foot punts, three 10-foot punts, and one 14-foot skiff. Total, 76 boats.

(b) The following boats were under construction at the end of the year, but not completed: Three 36-foot steam cutters, four 33-foot steam cutters, two 28-foot steam cutters, three 20-foot cutters, two 31-foot racing cutters. Total, 14 boats.

(c) Outfits of vessels manufactured: Furniture and other articles of outfit for the U. S. S. *South Dakota* and U. S. S. *California* are 98 per cent completed. Furniture and other articles of outfit for U. S. S. *Milwaukee* are 99 per cent completed. Furniture, blocks, and other articles of outfit for U. S. training ship *Intrepid* are 98 per cent completed.

(d) The construction and repair department, on transfer of labor from the department of steam engineering, is overhauling the main engines and auxiliaries, and piping of the *Annapolis*. The engines were removed from the ship by the department of steam engineering

and later on turned over to the construction department. The work of overhauling and erecting the engines in the shop is completed and the work of installation on the ship is well under way.

VIII. The following is a statement of the vessels docked during the fiscal year:

Name of vessel.	Date when docked.	Date when undocked	In dock.
	1905.	1905.	Days.
Manila.....	June 26	July 10	10
Farragut.....	July 11	Aug. 1	22
Vigilant.....			
Wyoming.....	Aug. 2	Aug. 22	21
Orampus.....	Aug. 23	Sept. 18	27
Pike.....			
Bennington.....	Sept. 19	Oct. 2	14
Unadilla.....			
Orampus.....	Oct. 5	Nov. 4	31
Coal barge No. 33.....	Nov. 6	Nov. 10	5
Coal barge No. 42.....	Nov. 10	Nov. 21	12
Lawton.....	Nov. 24	Dec. 12	19
Sotoyomo.....	Dec. 13	Dec. 21	9
Perry.....			
Preble.....			
Fox.....			
Davis.....			
Relief.....			
Intrepid.....			
Ammunition lighter No. 1.....			
Ammunition lighter No. 2.....			
Supply.....	Dec. 22	1906. Jan. 22	32
Active.....	1906. Jan. 23	Feb. 5	14
Annapolis.....	Feb. 6	Apr. 9	32
New Orleans.....	Apr. 10	Apr. 24	15
Farragut.....	May 1	May 7	7
Unadilla.....	May 8	May 9	2
Leslie.....	do	May 14	7
Alert.....	May 14	May 26	13
Martinshead.....	May 26	June 7	15
Dart.....	June 7	June 11	3
Perry.....	June 12	June 15	4
Paul Jones.....	June 18	June 30	13
Preble.....			
Boston.....			
Lawton.....			
Number of vessels.....			36
Number of days in dock.....			327

IX. Important changes and improvements in construction plant during the fiscal year:

Building slip.—Contract for the overhead traveling crane runway was awarded on November 7, 1905, to the Wellman-Seaver-Morgan Company for \$83,975. The material for the runway and crane has arrived in the yard, and the erection will commence at once. The foundations for the crane and runway have been installed by the department of yards and docks. The building slip proper has been graded, and the driving of piles will be begun at an early date.

New plate shop.—The lower floor of building No. 51 is being arranged as a new plate shop. The work is 70 per cent completed. Contracts have been let for a number of new tools for this shop, and some of the tools have arrived and are being erected.

Bending slabs and plate and angle furnaces.—The bending slabs and plate and angle furnaces have been transferred from building No. 46 to an extension of building No. 62. The work of making the transfer is nine-tenths completed. Building No. 46 has been vacated, and the

department of yards and docks has commenced improvements on the building to adapt it for the use of the plumbers and coppersmiths of the construction and repair department.

Steel storage building.—The west half of building No. 53 was fitted for stowing plates and angles, and the material formerly in the weather has been placed in these racks. Pickling tanks were installed; overhead trolleys for transferring material from building No. 53 to the new plate shop were installed.

Combined block, cooperage, and spar shop.—Building No. 119 was turned into a combined shop for the trades mentioned. The block shop and cooperage shop originally on the first floor have been moved to the second floor. A storeroom was fitted in the attic, proper ventilation having been secured by means of monitors. The elevator which ran to the second floor was changed to run to the attic. The spar shop is to be moved from building No. 51 to the first floor of building No. 119.

Machine shop.—The extension to the machine shop was completed, and tools have been transferred from the old shop to the new. New tools have been installed in the extension. The tool room, foreman's office, and storeroom between the two machine shops were completed and are now occupied. The water-closet and wash room for the machine shop was completed and is in use.

Oil fuel.—Oil fuel is now used in the blacksmith shop instead of coal. This is the case not only in the furnaces, but in the open forges. The air compressor for the gas plant is being temporarily used to atomize the oil, this being done at 5 pounds pressure. Thoroughly satisfactory results have been obtained in burning oil in open forges and at a great reduction in the cost of fuel. Two rotary blowers, driven by 40-horsepower electric motors, have been required to replace the single-stage direct-air compressor, which is too small for the work.

Drop-forge plant.—The 1,200-pound drop hammer and trimming press formerly in the shipsmith shop was moved to an annex of the shop. A new 2,500-pound drop hammer and trimming press have also been installed in this same space.

Pneumatic plant.—A new air compressor, capacity 2,500 feet free air per minute, was installed in the compressor plant. The Bureau has approved the installation of a 12-inch air main to replace the 8-inch main now installed and has approved the extension of the main to the new building slip.

Electric shop.—The electric shop has been extended by removing the large ventilating shaft to the dynamo room below and turning the floor space into additional room for the electric shop.

Machine tools.—A number of machine tools for the various shops have been bought and put in operation. Others are due on existing contracts.

Electric motors.—The application of electric motors to individual drive is being continued. Where variable speed motors are required direct-current motors are used; where constant speed motors can be used, induction motors are being installed.

Shipwrights' shop.—The steel for the new shipwrights' shop has been on the yard for nearly three years past, but no work toward erecting the same has been accomplished on account of the condition of the site, which depends upon the progress of the new dock.

Coppersmiths' and plumbers' shop.—The bending slab and furnaces were transferred from building No. 46 to building No. 62, and the building was turned over to the department of yards and docks for improvements already approved. These improvements will be completed during the year. It will then be necessary for the construction and repair department to fit up the shop and install machines, forges, etc.

X. The following is a statement of the work necessary for the coming fiscal year to complete or continue work on the construction plant to meet the immediate necessities in construction and repair:

New foundry.—Building No. 128 has been assigned to the construction and repair department for a steel, brass, and iron foundry. The foundry appliances now in building No. 42 will have to be transferred to the new building, and necessary appliances, such as overhead traveling crane, jib crane, elevator, etc., should be provided for the new building. In addition, it will be necessary to fit up foreman's office, storerooms, sand bins, core oven, workbenches, etc. Requisition will be submitted for the appliances required at an early date.

Steel plant.—There is no improvement that will add more to the efficiency of the construction and repair department of this navy-yard than the establishment of a plant for making steel castings. At present to obtain steel castings patterns have to be made in the yard, shipped to the steel plant, and reshipped to the yard after the castings are made. Great delays are experienced in obtaining this material. To illustrate, requisition for steel castings for the *Intrepid* was submitted on October 1, 1903. The contract was awarded to a reliable firm and the material was not delivered until January 10, 1905, or about four hundred days after the requisition was submitted. If a steel casting plant is established at this yard, it will answer not only for this yard but also for the Puget Sound yard, and will greatly improve the efficiency of both yards. Building No. 128 has lately been assigned to the construction and repair department for a new foundry. This will provide sufficient space to install a steel plant. The Bureau now has under consideration such a plant.

Shipsmith shop.—The removal of the coppersmith shop to building No. 46 will allow a needed extension to the shipsmith shop.

Power plant.—The hydraulic power now available is limited. When the construction of the collier is taken actively in hand additional hydraulic power will be needed. This matter has been taken up with the department of yards and docks, and it is understood that the Bureau of Yards and Docks has given the necessary instructions to install in the yards and docks power plant additional hydraulic power.

New plate racks.—The space for the storage of structural material in the vicinity of the building slip and the shops is very limited. A number of additional plate racks will have to be installed before the receipt of the collier material. Space for the stowage of the shapes can be found in the open space between this building and the building slip.

Plates will be handled on the north side of the slip in the new plate shop in building No. 51. The racks in building No. 53, which now hold stock material, will be utilized for collier material. Additional racks will have to be provided in this vicinity. The only available space is on the north side of building No. 53. Racks can be installed

next to the building for a distance of 175 feet in the street without interfering with the traffic. It will be necessary for the department of yards and docks to install a short length of railroad track on this street so that the racks can be served by a crane.

XI. The following is a statement of the new buildings in the construction and repair department, or other yard or station improvements affecting the efficiency of construction and repair work recommended to the Bureau by the naval constructor:

REPAIRS.

Earthquake damages.—The damage to the joiner shop, boat shop, and power plant smokestack caused by the earthquake should be repaired at an early date. This is particularly important in the case of the power plant smokestack. Two temporary small stacks have been installed, but these with the damaged stack fail to provide sufficient draft. This matter has been taken up with the department of yards and docks.

Ship fitters' shed.—Skylights in the roof of this building are in a very bad condition. They leak very badly and require complete renewal. During the winter months when the rains are heavy this is particularly injurious, making it very expensive to keep the valuable tools under the shed in good condition.

Boat shed.—The skylights in the boat shed are unsatisfactory. At present in warm weather, if boats are stowed overhead, the intense heat caused by the skylights soon puts the boats in bad condition. The skylights, moreover, are of a type which has been found unsatisfactory in this climate. The department of yards and docks has temporarily covered the skylights on one side of the roof with canvas. The skylights should be removed and the roof covered with galvanized iron, and monitors installed. This is a storage shed and the light from the windows is very good, and no inconvenience will result from the removal of the skylights from the roof.

IMPROVEMENTS.

(a) *Extension of building No. 62, bending shed.*—The south side of the extension to the bending shed, which is at present open, should be closed in for protection from the wind and driving rain. The scurve board is under this shed, and unless the south side is closed in, considerable difficulty will be experienced in carrying on the work. The work will also be carried on, if not closed in, at considerable discomfort to the men working under the shed. The most desirable method of closing the shed is by means of sliding glass doors. This is necessary in order to provide the maximum light and also to allow material, which will be in the racks on the south side of the building, to be carried into the shed.

(b) *Filling in and grading in vicinity of building No. 128.*—The space around building No. 128, which has been assigned to the construction and repair department for a new foundry, is very low and requires considerable filling in. In winter time the roads to this building are practically impassable for teams with heavy weights. It is important that the space around the building be filled in and graded, that proper roads be made to the building, and that a spur from the main line of the railroad track be carried into the building.

(c) *Additional office space.*—As it is settled that one of the new colliers is to be built at this yard, the enlarging of the drawing office of this department should be taken up. On February 28, 1905, the general storekeeper and the head of department of construction and repair agreed to make an exchange of space which would give additional facilities to each department. This exchange has been approved by the commandant and the necessary work will be authorized to fit up both spaces.

(d) *Building No. 119, spar shop, block shop, and cooper shop.*—The necessity for a plate shop for work on the collier has made it necessary to take the spar shop for this purpose. The spar shop is to be located on the lower floor of building No. 119 and the block and cooper shops are located on the second floor. The building is too small for this purpose. Its length over all is but 75 feet, which makes it too short for spar work. The upper floor will be very much crowded with the present installation of tools, making it impossible to install labor-saving cooperage tools and labor-saving tools for the block shop. No cooperage tools are at present installed, all work being done by hand. It is very important that this building be extended 45 feet west. This extension can be made at moderate cost, and if made the building will then satisfactorily serve its purpose and there will be no necessity for a new building for this purpose.

(e) *Building No. 53, mold loft and steel storage.*—The remodeling of building No. 53 to provide for steel storage on the lower floor and for a mold loft on the second floor was approved by this Bureau and the Bureau of Yards and Docks more than two years ago. No appropriation has been made, however. The west end of the second story of this building has been cut out to enable the locomotive crane to handle the steel material stowed in the racks lately installed. In view of the fact that it has been settled that construction work is to be undertaken at this yard, the remodeling of this building is important.

(f) *Boat and furniture storage.*—A fireproof building for boat and furniture storage, to be located between the boat and joiner shops, should be provided. The boats are at present stored in places scattered all around the yard. Building No. 128, built for a steam engineering foundry, is at present utilized for the stowage of boats. The boats are stowed three and four high in this building. There are no facilities for handling, making it very expensive when a boat is to be issued from this building. This building has recently been assigned to the construction and repair department as a foundry. It will be necessary to store in the open a number of the boats now stored in this building.

There is no provision for the proper stowage of furniture, part of it being stored in various places far removed from the joiner shop. The building proposed will not only furnish proper storage for boats and furniture, but will relieve the storekeeper to a considerable extent, as the detached parts of buildings now used for the storage of furniture could be used by the storekeeper for other purposes.

(g) *Additional lumber sheds.*—These sheds come under the cognizance of the department of supplies and accounts, but as the construction and repair department uses by far the greater part of the lumber under the care of the storekeeper it feels more than any other the necessity for providing additional storage for lumber. At

present valuable lumber is stored out in the open and is deteriorating. Besides this, such as is stored in sheds can not be properly arranged, one pile containing various kinds of lumber, making it necessary to haul over the pile to get out what is wanted. It is considered necessary to provide additional lumber sheds.

(h) *Piers for berthing vessels.*—An important improvement required for economical repair work is the building of piers between the entrances of docks Nos. 1 and 2. The introduction of these piers appears to be the only solution for the satisfactory berthing of vessels under repairs.

(i) *Power cranes on water front.*—Several power cranes can be installed on the water front to good advantage. At present there are few facilities for handling material along the water front. The present hand crane near the freight shed is constantly used. Its capacity is small and it is operated by hand. The gain in economy will be considerable if this crane is replaced by an electrically driven crane of about 15 tons capacity.

(j) *One hundred and forty-ton floating crane.*—There is a necessity for a large floating derrick. The need for such a derrick is severely felt at times. With a floating crane armor, guns, turrets, etc., can be taken from the ship and landed on the dock at the place where it is desired to land them. By using the shear legs these weights can only be landed immediately under the derrick, making it necessary to transport these heavy weights to other places. There are no facilities for the transportation of such heavy weights.

(k) *Marine railway.*—A marine railway to take tugs, torpedo boats, and other small vessels is necessary. There is only one dock available, and this is required for the docking of larger vessels. Docking these small craft in a large dock is very uneconomical. There is no location at present for the marine railway. When the new dock is finished it can be located to good advantage on the south side of the dock.

NAVY-YARD, PUGET SOUND, WASH.

I. The officers on duty in the construction and repair department during the year and the duties performed by each were as follows:

Naval Constructor J. D. Beuret, U. S. Navy, head of department, in general charge.

Asst. Naval Constructor Clayton M. Simmers, U. S. Navy, preparation of requisitions, inspection of supplies, and other duties, as required.

Chief Carpenter Clayton P. Hand, U. S. Navy, inspection of ships in ordinary, inspection of buildings and fire apparatus, and other duties, as required.

Acting Carpenter F. W. Mehlhop, U. S. Navy, inspection of ships in ordinary and under instruction. Detached November 25, 1905.

Acting Carpenter M. F. Carroll, U. S. Navy, under instruction. Detached November 25, 1905.

II. The number of master workmen, foremen, and quartermen in charge allowed in the construction and repair department was 10.

III. The number of workmen employed during the year was: Maximum, 418; minimum, 234; average, 328.

IV. Minor repairs were made during the year to the following vessels:

(a) *Naval vessels*.—*Boston*, *Celtic* (important repairs completed January, 1905; work incidental to commissioning and minor work completed during the fiscal year; ship commissioned October, 1905); *Chicago*, *Goldsborough* (eight-tenths, indefinite); *Nebraska* (still under contract); *Perry*, *Philadelphia* (four-tenths August 10, 1906); *Saturn*.

(b) *Other Government vessels*.—U. S. army transports *Burnside*, *Dix*, *Sherman*.

(c) *Yard craft*.—*Pawtucket*, scows *Ajax* and *Rex*, water barge No. 10, ammunition lighters Nos. 3 and 4.

V. Important repairs and alterations have been made on the following vessels during the year: (a) *Albany*, *Concord*, *Nipsic*, *Wheeling*, U. S. army transport *Dix*.

VI. The following vessels, barges, lighters, tugs, and floating property have been built or were building during the year:

(a) *U. S. torpedo boat Goldsborough*.—Authorized by act of Congress March 3, 1897. Principal dimensions:

Length on load water line.....	198 feet
Extreme breadth.....	20 feet 7½ inches
Mean draft.....	6 feet 10½ inches
Displacement.....	255 tons

Principal events in construction.

Contract awarded to Wolif & Zwicker Iron Works.....	July 30, 1897
Keel laid.....	July 14, 1898
Launched.....	July 29, 1899
Delivered to Government.....	Jan. 21, 1902
Final trial.....	Mar. 30, 1905

The work on the hull and construction and repair fittings is practically completed, with the exception of such painting and minor items as are dependent on the commissioning of the vessel.

(b) Two mooring floats 30 feet by 10 feet, and two mooring floats 28 feet by 8 feet, authorized by letter from this Bureau dated October 23, 1905. Work begun March 1, 1906; floats completed June 15, 1906.

VII. The following is a list of the boats and outfits completed and under construction at the end of the fiscal year:

Description.	Dimension.	Number completed.	Number under construction.
	<i>Feet.</i>		
Steam cutter.....	40		1
Do.....	36	2	
Do.....	33		1
Do.....	28		1
Sailing launch.....	36	2	
Cutter.....	26	1	
Do.....	20	2	
Whaleboat.....	28	3	
Gig whaleboat.....	30		1
Do.....	28	1	
Sailing boat.....	20	1	
Dinghy.....	16	4	
Do.....	14	4	
Punt.....	12	4	

Miscellaneous articles of equipage were manufactured for the *Albany*, *Boston*, *Celtic*, *Chicago*, *Concord*, *Nipsic*, *Perry*, *Philadelphia*, *Saturn*, and *Wheeling*. Work was continued on the outfit of boats,

blocks, and furniture for the *Nebraska*, and was practically completed at the end of the fiscal year.

VIII. The following is a tabular statement of the vessels docked during the year, giving the date of docking and undocking, and the number of days the dock was occupied:

Name of vessel.	Docked.	Un-docked.	In dock.
	1905.	1905.	Days.
Boston.....	Aug. 18	Aug. 23	6
Celtic.....	Sept. 5	Sept. 20	16
Chicago.....	Sept. 28	Oct. 10	13
Saturn.....	Oct. 30	Nov. 3	5
Concord.....	Nov. 9	Nov. 14	6
Burnside (army transport).....	Dec. 6	Dec. 8	3
	1906.	1906.	
Dix (army transport).....	Jan. 15	Jan. 25	11
Water barge No. 10.....	Feb. 14	Feb. 24	11
Goldsborough.....	do.	do.	11
Ammunition lighters Nos. 3 and 4.....	do.	do.	11
Sherman (army transport).....	May 3	May 5	3

SUMMARY.

Timber dry dock..... 12 vessels, 74 days
 Marine slip..... Not in use during the year

IX. The following is a statement of the important changes or improvements in the construction and repair plant completed or in progress during the fiscal year, and in yard buildings or appliances used by the construction and repair department.

(a) The two-story brick and steel plate metal shop, 165 by 62 feet, building No. 102, for the use of sheet-metal workers, coppersmiths, plumbers, and pipe fitters, was completed November 1, 1905, and is now occupied by the sheet-metal workers.

(b) The three-story brick and steel boat shop, 308 by 64 feet, building No. 104, for the use of shipwrights, laborers, and boat builders, will be completed about September 1, 1906; the principal work remaining to be done being the concrete floor of the first story and the interior partitions. Proposals are out for an elevator and cranes. The north end of the second floor of the building is being fitted up for temporary offices for the construction and repair department.

(c) The extension of the present angle, plate, and smithery, shed, building No. 84, the upper floor of which is to be used as a mold loft and the lower floor for ship fitters' tools, is completed, with the exception of the cornice and doors and the laying of the upper course of the mold-loft floor, the work having been stopped on account of lack of funds. An additional appropriation has been obtained and this work will, it is understood, be completed about November 1, 1906. The work was, however, sufficiently advanced to permit of installing the ship fitters' tools, and the shop has been in use since the early part of September, 1905. The angle furnace and bending slabs have been completed and two small traveling cranes installed.

(d) The extension of 47 feet on the north end of the joiner shop, building No. 91, is well under way. The brickwork is practically completed, and the roof trusses are being placed in position. This extension should be completed about January 1, 1907.

(e) The 40-ton traveling crane for use about the dry dock has been delivered and the track along the west side of the dock is sufficiently

advanced to permit the use of the crane along this length. The work of laying the track and renewing the top altars of the dry dock is practically completed along the west side of the dock, is well under way around the head of the dock, and is begun on the east side of the dock. This work will probably be completed about January 15, 1907.

(f) Dredging to the eastward of wharf No. 6 preliminary to building an additional wharf to be numbered 7 at about 180 feet east of the present wharf has been completed. The contract for the wharf has been let, the date of completion set being November 15, 1906. The sea-wall extension from the present wharf to just beyond the new wharf is under way and will be completed about January 15, 1907. The sea-wall is being arranged so as to permit of installing the condenser wells for the new power house when this work is undertaken.

(g) The sea-wall extension from a point 700 feet west of wharf No. 5 to a point 1,240 feet farther west will probably be completed during July of 1906.

X. The following work is reported by the naval constructor as necessary in the coming fiscal year to complete or continue work on the construction plant, and to meet the immediate necessities of construction and repair:

(a) As soon as the addition to the north end of the present joiner shop is completed and the tools are located in their final position, a dust-collecting system should be installed.

(b) Plans for the rearrangement of the tools in the construction and repair machine shop, building No. 58, to utilize the extra space obtained by moving out the ship fitters' tools, have been approved and a small portion of the work undertaken. The main portion of this work is, however, dependent on certain changes in the interior, which changes will be undertaken at as early a date as practicable.

(c) The new boat shop will be ready for occupancy during the present fiscal year, and it will be necessary to move the present tools and install additional tools which have been purchased; also four cranes for handling boats, proposals for which have been requested.

XI. The following new buildings and other improvements affecting the efficiency of construction and repair department were recommended by the naval constructor:

(1) The following buildings and improvements are reported to the bureau as needed at the present time:

(a) A shed for the storage of hard wood and other of the more valuable lumbers is reported as urgently needed. At present the storage space available is limited. A suitable location can be obtained immediately to the east of the present joiner shop.

(b) At present there is no method available in the yard for kiln-drying lumber and this causes at times considerable inconvenience and delay, as it is becoming more and more difficult to obtain properly seasoned lumber except on long-time orders. A dry kiln about 85 feet by 25 feet is under consideration, provided with double tracks for continuous feeding through. A suitable location can be obtained in the space to the east of the joiner shop.

(c) A location has been indicated for the proposed new dry dock, the center line being about 200 feet to the westward of the present dock. The building of this dock should be undertaken at as early a date as practicable.

(d) It is proposed in building the new docks to make the pier to the eastward of the new dock sufficiently strong to carry the dry-dock crane, which serves the present dry dock, in order to facilitate the handling of heavy weights off and on ships afloat. While this will greatly facilitate the work of the yard, the capacity of the crane (40 tons) is not sufficient for work in connection with turrets, and to provide for this it may later be necessary to provide a floating crane of about 100 tons capacity.

(2) The following buildings and improvements were reported as needed and, while necessary, can be deferred without serious inconvenience for a short time:

(a) Arrangements for temporary offices will be shortly completed on the second floor of the new boat shop, building No. 104. The space available, however, is only enough for present needs, and will undoubtedly be inadequate in the course of two or three years. In addition, the space will be required for boat-stowage purposes—the purpose for which it was originally intended. A suitable location for an office building can be obtained to the north of the present ship-fitter's shed. This building, if made sufficiently large, can be readily arranged to accommodate the construction and repairs offices at the south end and the steam engineering offices at the north end, the offices for the two departments being conveniently located with reference to the shop spaces.

(b) The space available for the machine shop in building No. 58 is sufficient for the present, but it will be necessary within a few years to gain additional space in this building by providing for the foundry, pattern shop, and coppersmith shop elsewhere. At present the foundry occupies a space about 75 by 66 feet at the north end of the machine shop, and the patterns are made in the gallery of this shop.

(c) The use of the large dock for docking and repairing small craft is very expensive unless they can be docked with other vessels. For other than minor repairs it is not practicable to allow them to occupy the dock. Provision should later be made for a marine railway, for which the Bureau has prepared plan.

NAVAL STATION, GUANTANAMO, CUBA.

The following officers were on duty in the construction department during the year:

Carpenter A. L. Sundqvist, U. S. Navy, head of department from July 1, 1905, to November 20, 1905.

Ensign R. M. Griswold, U. S. Navy, head of department from November 20, 1905, to June 30, 1906.

Carpenter A. Tucker, U. S. Navy, assistant to head of department from December 18, 1905, to June 30, 1906.

No master workmen, foremen, or quartermen in charge were allowed in the construction department.

The maximum number of workmen employed during the year was 45; the minimum number was 12; the average number was 26.

No minor repairs were executed upon vessels of the Navy.

No important repairs were executed upon vessels of the Navy.

Two 30-ton cargo lighters are under construction by the construction department, having been authorized by this Bureau's letter, No.

20494-E. 1, of January 6, 1906, and being designated cargo lighters Nos. 1 and 2, respectively. The principal dimensions are: Length, 40 feet 6 inches over all; beam, 20 feet; depth, 4 feet 6 inches. No. 1 was commenced January 22, 1906; was launched April 24, 1906. No. 2 was commenced June 16, 1906.

No boats or outfits of vessels were manufactured by the construction department.

Ash lighter No. 1 was hauled out on the marine railway for repairs to copper and bottom.

A small temporary blacksmith shop was built during the fiscal year, and a small platform for the repairs of boats was built.

The following work is reported to the Bureau as necessary during the coming fiscal year in order to meet the immediate necessities of the construction department.

(a) The construction of a marine railway of sufficient capacity to haul out a 250-ton coal barge. This work has already been authorized and will be undertaken upon receipt of material.

(b) The erection of a small section of galvanized-iron roofing over the space now devoted to the repair of boats.

Certain buildings, under construction and repair, as follows, have been recommended to be erected, but the Bureau does not consider them absolutely necessary for the next fiscal year:

(a) An outside ship-fitter's shop.

(b) A ship-fitting, sheet-metal, and electrical machine shop.

NAVAL STATION, CULEBRA, P. R.

There were no officers attached to the department. The commandant acted as head of department.

There are no facilities for work under the cognizance of the Bureau other than by carpenters or blacksmiths, and with hand tools.

The only work done was that for care of water barge No. 2, four coal barges, and minor work on boats.

All skilled labor was performed by the enlisted force.

Request has been made to this Bureau for a post drill and saw table, foot motion, in order to supply needed assistance by power tools.

The commandant made no recommendations for public work under this Bureau.

NAVAL STATION, SAN JUAN, P. R.

There were no officers on duty in the construction department during the past year, and workmen have been employed by transfer except during the months of November and December, 1905. It was found more advantageous to procure labor by transfer, on account of lack of clerical force and frequent discharges for want of material.

Repairs to coal barges, authorized by the Bureau, and minor repairs to other yard craft were made as follows, viz: Coal barges Nos. 6, 9, 10, 58, 64; steam launches Nos. 201, 509; steam launch U. S. S. *Eagle*; ash lighter No. 6; U. S. S. *Peoria*; dinghy No. B-470 and dinghy No. 283; sailing launch No. P-126; miscellaneous repairs.

Grand totals, labor, \$2,892.42; material, \$2,037.84; total, \$4,930.26.

There is no plant at this station under the cognizance of the Bureau of Construction and Repair, and whatever work has been done was by the transfer of labor from the Bureau of Yards and Docks, except

during the months of November and December, 1905, and through contract with outside firms. The facilities outside of this station for work assigned to this Bureau are very limited. The small marine railway and shed located in the inner harbor, where repairs were formerly made to lighters and small vessels of less than 50 tons, has been sold to the San Antonio Dock Company. This is a new firm, recently organized in the United States for the purpose of building wharves and storehouses and doing a docking business. The company is supposed to be an offshoot of the New York and Porto Rico Steamship Company. Larger vessels are sometimes careened in the harbor. At Catano, on the opposite side of the bay, there is a small yard, where harbor lighters of less than 25 tons capacity and boats have been built, but the owner would not undertake to make repairs to coal barges. Coal barges Nos. 6, 9, and 10 were hauled out on the south end of the Puntilla, stripped, calked, repaired, and yellow metaled.

There are two firms located on the Puntilla, adjacent to the station, which operate foundries and machine shops and do iron and copper work for the station on merchant vessels, and for sugar mills in the island. These plants are not of a high grade, and the work of only one is to be depended upon. There is always trouble and delay in getting materials, and the prices are generally excessive. Few materials are carried in stock on the island, and skilled mechanics are few. Coppersmith work is especially poor.

Tugs, barges, steam launches, and boats at the station have had repairs made from time to time, as found necessary, and are in good condition. The following is a list of the coal barges, ash lighter, steam launches, and boats at the station, viz: Coal barges Nos. 6, 9, 10, 58, 64 (Nos. 58 and 64 are covered); ash lighter No. 6; steam launches Nos. 201, 509; dinghy No. 283; dinghy No. B-557 (wherry); punt; sailing launch No. P-126; dinghy No. F-5, the two last named being in charge and for the use of the marines.

NAVAL STATION, HONOLULU, H. I.

Lieut. Commander A. P. Niblack, U. S. Navy, was relieved as head of the department of construction and repair by Lieut. J. F. Carter, U. S. Navy, April 6, 1906. Carpenter J. T. Winn, U. S. Navy, reported May 11, 1906, and has assisted at various duties.

This naval station is largely a coal depot. There are no buildings under construction and repair and no plant for repairs to ships. None are contemplated. The facilities in these islands for docking are limited to a marine railway at Honolulu, which can haul out vessels up to 1,500 tons displacement, 225 feet length between perpendiculars, and 42 feet beam.

Repairs were made during the fiscal year on the tug *Iroquois*, station steam launch, and coal barge No. 15, and by authority of the Bureau. On water barge No. 15 a hatch in top of boiler house was made in connection with installation of pumps, etc.

The following naval vessels were docked on the marine railway during the fiscal year: Station steam launch, docked September 14, undocked September 15; coal barge No. 15, docked September 23, refastened bottom planking and resheathed with yellow metal, came off railway October 1; tug *Iroquois* was docked November 14, undocked November 15; tug *Iroquois* was docked June 26, undocked June 27, 1906.

NAVAL STATION, CAVITE, P. I.

I. The officers on duty in the department of construction and repair during the year, and the duties performed by each, were as follows:

Naval Constructor S. F. Smith, U. S. Navy, in general charge; on duty in the department since April 5, 1904. Head of department since April 24, 1904, to March 15, 1906.

Assistant Naval Constructor W. G. Du Bose, U. S. Navy, senior assistant to the naval constructor from February 24 to March 15, 1906; head of department after latter date.

Assistant Naval Constructor G. A. Bisset, U. S. Navy, senior assistant to head of department from April 26, 1906; supervising work on vessels under repairs.

Chief Carpenter W. P. Harding, U. S. Navy, on duty in the department from July 10, 1903, to May 4, 1906; supervising work on vessels under repairs, inspecting work done by Manila Slip Company, in charge of ship keepers and vessels in ordinary from October 18, 1905, to January 20, 1906.

Carpenter J. A. Lord, U. S. Navy, on duty in the department from May 2, 1905, to September 14, 1905; supervising work on vessels anchored off the yard.

Carpenter E. L. Kempton, U. S. Navy, on duty in the department from June 21, 1904, to December 29, 1905; duty in connection with the preparation of requisitions for material and with the inspection and survey of same; preparation of allowance lists.

Carpenter H. T. Newman, U. S. Navy, on duty in the department since April 18, 1904; had charge of marine railway and laboring gang, inspection of buildings and fire apparatus till February 19, 1906; supervising work done by Manila Slip Company, and inspection duty at Hongkong.

Carpenter Peter Treutlein, U. S. Navy, on duty in the department since June 21, 1904; had charge of painters' and masons' gangs till February 15, 1906; has had charge of drafting room since October 17, 1905.

Carpenter R. H. Lake, U. S. Navy, on duty in the department from December 26, 1905, to January 18, 1906; assisted on surveys on materials.

Acting Carpenter L. A. Haase, U. S. Navy, on duty in the department from December 26, 1905, to January 18, 1906; had charge of painters' gang.

Acting Carpenter C. J. Kerr, U. S. Navy, on duty in the department since January 19, 1906; witnessing officer at yard pay office; supervising work on vessels under repairs at the yard and at the Manila Slip Company; assists in charge of laboring gang. Since June 27, 1906, inspection of vessels in ordinary, construction and repair buildings, and fire apparatus; in charge of ship keepers.

Acting Carpenter F. W. Mehlhop, U. S. Navy, on duty in the department since January 19, 1906; has charge of marine railways, department steam launches, and laboring gang.

Acting Carpenter J. J. Murphy, U. S. Navy, on duty in the department from January 19, 1906, to June 27, 1906; duty in connection with the preparation of requisitions for materials and inspection and surveys of the same.

Acting Carpenter P. R. Dickson, U. S. Navy, on duty in the department since January 19, 1906; in charge of ship keepers, vessels in ordinary, inspects construction and repair buildings, and fire appa-

tus, witnessing officer at gunboat pay office. Since June 27, 1906, duty in connection with the preparation of requisitions for materials and inspection and surveys of the same.

II. There were allowed in the construction and repair department seven master workmen.

In addition to the master workmen noted above, the construction and repair department is allowed one quartermaster ship fitter and eight leading men.

III. The number of employees on the rolls of the construction and repair department during the year was as follows:

Maximum number for one day.....	1,657
Minimum number for one day.....	1,137
Average number per day.....	1,387

IV. Minor repairs were made to the following vessels: *Alexander, Arayat, Bainbridge, Baltimore, Barry, Calamianes, Chattanooga, Chauncey, Cincinnati, Dale, Decatur, Elcano, Frolic, General Alava, Helena, Iris, Justin, Lawton, Leyte, Marivales, Mindoro, Mohican, Monadnock, Monterey, Nanshan, Ohio, Oregon, Pampanga, Paragua, Piscataqua, Pompey, Rainbow, Raleigh, Rapido, Samar, Wilmington, Wisconsin, and Wompatuck.*

Minor repairs were also made to the sailing ship *Kineo*, the transport *Elcano*, the United States Coast and Geodetic Survey steamer *Pathfinder*, the sailing ship *Shenandoah*, and the sailing ship *Manga Reva*.

V. Important repairs and alterations have been made on the following vessels: *Chauncey, Monterey, Frolic, Wilmington, Helena, and Pompey.*

Steam ammunition lighter No. 8, for the department of ordnance, is being built under the appropriation "Ammunition lighter naval station, Cavite, P. I.," naval act of March 3, 1903; length 110 feet 6 inches; beam 28 feet 6 inches; draft 6 feet 4 inches. The first order for material was given December 12, 1903; no work was done for some time after receipt of material, as there was no place to lay down the lines or to erect the vessel. The lines were laid down in January and February, and the keel was laid June 30, 1906. All frames, stem and stern posts are out, bulkheads are laid off on the ground, and work is well in hand. The percentage of completion is about two-tenths. The estimated date of completion of hull is January 1, 1907.

Statement of floats and tugs built or building under appropriation "Construction and repair."

Name or designation.	Authority for construction.	Principal dimensions.	Style of construction.	Present condition and proportion of work completed.	Probable date of completion.
Float A.....	Commandant's order of Oct. 17, 1905.	50 feet 3 inches by 20 feet 3 inches.	Wood, copper sheathed.	Completed.	Jan. 3, 1906
Float B.....	Commandant's order of Sept. 23, 1905.	do	do	do	Nov. 16, 1906
Working launches No. 681.....	Bureau Construction and Repair July 1, 1905.	65 feet by 13 feet by 6½ feet.	do	Seven-tenths	Depends upon machinery.
No. 682.....	do	do	do	do	Do.
No. 683.....	do	do	do	One-tenth	Do.
No. 684.....	do	do	do	do	Do.
No. 685.....	do	do	do	Not begun.	Indefinite.
No. 686.....	do	do	do	do	Do.
No. 687.....	do	do	do	do	Do.

VII. The following boats were under construction at this station during the past fiscal year: Two 36-foot steam cutters, one 30-foot barge, four 30-foot cutters, four 28-foot cutters, two 24-foot cutters, two 30-foot whaleboats, two 29-foot whaleboats, two 28-foot whaleboats, six 20-foot whaleboats, one 29-foot gig whaleboat, one 16-foot dingey, seven 14-foot dingey, one 12-foot punt, two 10-foot punts, four 8-foot punts, and three 14-foot skiffs.

In addition to the above, considerable equipage was manufactured for the following vessels: *Callao, Arayat, Concord, Pompey, Oregon, Wisconsin, Barry, Elcano, Frolic, Marivales, Monadnock, General Alava, Cincinnati, Alexander, Baltimore, Galveston, Pampanga, Mindoro, Wilmington, Rainbow, Raleigh, Bainbridge, Ohio, Iris, Paragua, Piscataqua, Helena, Justin, Brutus, Dale, and Monterey.*

VIII. Vessels hauled up on the marine railways of this station during the fiscal year:

RAILWAY NO. 1.

Name or number.	Date docked.	Date undocked.	On dock.
	1905.	1905.	Days.
Este.....	June 29	July 8	8
Ordnance barge.....	July 8	July 18	10
Sur.....	July 18	July 28	8
Yards and docks derrick.....	do	do	8
U. S. S. Calamianes.....	July 28	Aug. 5	8
U. S. S. Leyte.....	Aug. 5	Aug. 11	6
U. S. S. Balanga.....	Aug. 12	Aug. 19	7
U. S. S. Barcelo.....	Aug. 19	Aug. 23	4
Water barge No. 7.....	Aug. 28	Sept. 8	11
Coal barge No. 35.....	Sept. 8	Sept. 20	12
U. S. S. Sur.....	Sept. 20	Sept. 29	9
Coal barge No. 36.....	Sept. 9	do	20
Coal barge No. 28.....	Sept. 29	Oct. 18	19
U. S. S. Otalora.....	do	do	19
U. S. S. Balanga.....	Oct. 18	Oct. 21	3
U. S. S. Pampanga.....	Nov. 1	Nov. 3	2
U. S. S. Este.....	Oct. 21	Oct. 31	10
U. S. S. Papagua.....	Nov. 3	Nov. 9	6
U. S. S. Mindoro.....	Nov. 10	Nov. 14	4
U. S. S. Samar.....	Nov. 15	Nov. 17	2
Yards and docks derrick.....	Nov. 20	Nov. 25	5
U. S. S. Leyte.....	Nov. 28	Dec. 2	4
U. S. S. Mercedes.....	Dec. 11	Dec. 16	5
U. S. S. Barcelo.....	Dec. 4	Dec. 11	7
U. S. S. Arayat.....	Dec. 18	Dec. 21	3
U. S. S. Leyte.....	Dec. 22	1906. Jan. 9	18
U. S. S. Mariveles.....	1906. Jan. 10	Jan. 11	1
U. S. S. Sur.....	Jan. 17	Jan. 23	6
Coal barge No. 29.....	Jan. 26	Jan. 29	3
U. S. S. Rapido.....	Jan. 29	Jan. 31	2
U. S. S. Petrelita.....	Feb. 1	Feb. 6	5
U. S. S. Basco.....	Feb. 15	Feb. 16	1
Casco No. 7.....	Feb. 14	Mar. 5	19
Coal barge No. 34.....	Feb. 16	do	17
U. S. S. Este.....	Mar. 5	Mar. 10	5
U. S. S. Balanga.....	Mar. 10	Mar. 15	5
U. S. S. Christine.....	Mar. 15	Mar. 21	6
Ordnance barge.....	Mar. 23	Mar. 29	6
U. S. S. Mindoro.....	Mar. 29	Apr. 2	4
Coal barge No. 75.....	Apr. 11	Apr. 20	9
Coal barge No. 76.....	do	do	9
U. S. S. Rapido.....	Apr. 20	Apr. 25	5
Coal barge No. 77.....	Apr. 25	May 1	6
U. S. S. Mercedes.....	do	do	6
U. S. S. Otalora.....	May 22	May 29	7
U. S. S. Barcelo.....	May 29	June 6	8
Working launch No. 682.....	June 11	June 15	4
U. S. S. Sur.....	June 15	June 18	3
U. S. S. Arayat.....	June 18	June 21	3
Lorcha No. 1.....	June 21	June 27	6
Working launch No. 681.....	June 27	June 30	3
Total number of days.....			367

RAILWAY NO. 2.

Name or number.	Date docked.	Date undocked.	On dock.
	1904.	1905.	Days.
U. S. S. Panay.....	May 16	Sept. 14	^a 76
	1905.		
U. S. S. Petrelita.....	Sept. 15	Sept. 27	12
Coal barge No. 30.....	Sept. 30	Oct. 23	23
Coal barge No. 26.....	Oct. 23	Nov. 7	15
Coal barge No. 32.....	Nov. 7	Nov. 26	19
Coal barge No. 78.....	Nov. 25	Dec. 4	9
		1906.	
Coal barge No. 27.....	Dec. 4	Jan. 4	31
	1906.		
Coal barge No. 25.....	Jan. 5	Jan. 22	17
Coal barge No. 29.....	Jan. 29	Feb. 26	28
Yards and docks dredge.....	Mar. 14	Mar. 23	9
Yards and docks launch No. 2.....	Mar. 23	Apr. 2	10
Coal barge No. 37.....	Apr. 2	Apr. 30	28
Total number of days.....			277

RAILWAY NO. 3.

	1905.	1905.	
Launch No. 461.....	June 20	July 15	15
Launch No. 458.....	May 10	July 11	11
Launch No. 287.....	July 18	July 28	10
Launch No. 204.....	July 28	Aug. 3	6
Launch No. 460.....	Aug. 11	Aug. 18	7
Launch No. 459.....	July 28	Aug. 21	24
Launch No. 302.....	Aug. 3	do	18
Launch No. 460.....	Aug. 21	Aug. 23	2
Launch No. 461.....	Sept. 29	Oct. 23	24
Launch No. 622.....	Oct. 27	Nov. 2	6
Launch No. 459.....	Nov. 28	Dec. 5	7
Landing float, central wharf.....	Dec. 12	Dec. 21	9
	1906.	1906.	
Construction and repair float No. 11.....	Jan. 8	Jan. 10	2
Launch No. 440.....	Jan. 18	Jan. 22	4
Launch No. 459.....	Feb. 5	Feb. 8	3
Launch No. 2, S. E.....	Mar. 10	Mar. 29	19
Launch No. 376.....	Apr. 10	Apr. 16	6
Launch No. 377.....	Feb. 21	May 2	70
Launch No. 289.....	Apr. 27	May 24	27
Launch No. 1, S. E.....	June 6	June 16	10
Total number of days.....			280

CASCO WAYS.

	1905.	1905.	
Casco No. 13.....	May 22	July 5	5
Casco No. 4.....	July 5	July 18	13
Cangley (yards and docks driver).....	Aug. 22	Sept. 9	^b 18
Casco No. 23 (construction and repair power float).....	Oct. 7	Oct. 9	2
Float No. 11 (construction and repair derrick).....	Oct. 12	Oct. 16	4
Casco No. 11.....	Oct. 19	Dec. 4	46
		1906.	
Casco No. 21.....	Dec. 4	Jan. 20	47
	1906.		
Casco No. 24.....	Jan. 31	Feb. 13	13
Marines, casco No. 1.....	Feb. 19	Feb. 26	7
Casco No. 11.....	May 7	May 31	24
Casco No. 26.....	May 29	June 4	6
Casco No. 25.....	June 4	June 8	4
Casco No. 13.....	June 19	June 25	6
Total number of days.....			195

^a In the present fiscal year; total, 486.^b Broken up.

Summary of vessels docked.

Marine railways.	Number of vessels hauled out.	Number of days dock was occupied.
Marine railway No. 1.....	51	288
Marine railway No. 2.....	12	277
Marine railway No. 3.....	20	280
Casco ways.....	13	195

The following vessels have been hauled out on the ways of the Manila Slip Company, Canacao, P. I., during the fiscal year:

Name.	Date docked.	Date undocked.	On dock.
	1905.	1905.	<i>Days.</i>
U. S. S. Frolic	July 1	July 5	4
U. S. S. Piscataqua.....	Nov. 27	Nov. 29	2
	1906.	1906.	
U. S. S. Pompey.....	Jan. 27	Feb. 2	11
U. S. S. Wilmington.....	Mar. 5	Mar. 10	5
U. S. S. General Alava.....	Feb. 28	Mar. 15	16
U. S. S. Wilmington.....	Mar. 28	Mar. 31	3
U. S. S. Wompatuck.....	Apr. 4	Apr. 16	12
U. S. S. Helena.....	May 9	May 22	14
U. S. T. B. D. Decatur.....	May 26	June 1	6
U. S. T. B. D. Dale.....	June 6	June 12	6
U. S. S. Piscataqua.....	June 8	June 25	17
U. S. T. B. Chauncey.....	June 12	June 29	17

IX. The following is a statement of the important changes and alterations in the construction and repair plant completed or in progress during the fiscal year and in the buildings and shops used by the construction and repair department.

The most important change was the assignment to the construction and repair department, as recommended in the last annual report, of building C, formerly occupied by the Marine Corps. This building has been fitted up for sawmill, plumber shop, electric shop, and upholstering shop.

The space formerly occupied by the sawmill machinery in the joiner shop has been utilized for a pattern storeroom and a saw filing and sharpening room. The space formerly occupied by the electricians is now used for machine-shop office and stock room. The space formerly occupied by the plumbers is now a portion of the machine shop. The machine tools in this shop have been rearranged to secure greater efficiency and several new tools have been installed.

A portion of the floor space in the new sawmill, building C, has been fitted up for a mold loft and used for laying down steam ammunition lighter No. 8.

The small buildings Nos. 57, 58, 59, and 62, on the western side of building C, were also assigned to the construction and repair department when vacated by the marines. New galvanizing pots were installed in No. 62, and the other buildings mentioned are used for storage of miscellaneous plumbing material.

The two rooms on the eastern side of building No. 22, formerly occupied by the general storekeeper for stores and by yards and

docks for paint shop, have been assigned to the construction and repair department, and are now used for storage of cement, tiles, and other mason's gear, and as a storeroom for finished machine-shop products prior to turning them into store.

The new cupola for foundry, reported as building in the last annual report, was completed, and a charging platform with pneumatic elevator erected for this cupola.

A system of overhead trolleys with pneumatic hoists was installed in the machine shop.

One room at the southern end of building No. 25 was turned over to the construction and repair department, for the storage of boats and boat gear.

A building slip was constructed just outside the main gate of the yard for building steam ammunition lighter No. 8.

Several new machine tools were installed in the machine shop and in the ship-fitters shop.

A new galvanized-iron roof was put over the boat shop, building No. 21, and also over that part of the machine shop not reroofed last year.

The old boiler in the machine shop space, formerly used to supply steam to the marine railway engine, was removed, and the space gained thrown into the machine-shop tool room.

Plans were prepared for the installation in temporary shops at Olongapo of a number of machine tools which have been requested shipped from the United States. Two 80-horsepower boilers, removed from the end of the "machine wharf," have recently been sent to Olongapo, and are now being erected by yards and docks. No other work toward fitting up temporary shops at Olongapo was done.

X. New buildings and improvements needed:

In view of the Department's order that no new buildings or extensions of old ones would be permitted at this station, the only possible way for improvement in plant arrangement, and consequent increased economy of work turned out at this station, is by a reassignment of space now occupied by the various yard departments.

The most urgent needs of the construction and repair department that can be met under existing conditions are:

(a) A roofed-in place for spar work. This class of work is now almost all done in the open under great disadvantage, especially during the rainy season.

(b) Additional space for boat builders.

Both of these results can be obtained if previous recommendations are carried out of assigning to the construction and repair department building No. 25, now occupied by the general storekeeper, and assigning to the general storekeeper one of the buildings now occupied by the marines in Fort San Felipe. In view of the determination to move marine headquarters to Manila, it would seem possible to carry out this recommendation when certain buildings now occupied by the Marine Corps are vacated.

Additional latrines for yard workmen are badly needed. There is no latrine conveniently located for men of this department working in buildings 21, 22, 37, and 83, and the latrine on machine wharf is entirely inadequate for the number of men that must use it.

NAVAL STATION, ISLAND OF GUAM.

The names of the officers on duty in the department of construction and repair, with the duties performed by each, are as follows:

Lieut. L. McNamee, head of department.

Acting Carpenter F. X. Maher, assistant. He superintends personally all work done by the construction and repair department and is responsible for the care and preservation of all yard craft.

There were no employees regularly carried in the construction department.

All work for construction and repair was by transfer of labor from other departments.

No minor repairs to vessels were made.

No repairs or alterations of importance to vessels were made.

No vessels, barges, lighters, tugs, or other floating property were built under appropriation "Construction and repair."

Two coal barges, 20 by 45 by 5 feet, were put together from materials supplied by this Bureau from Mare Island, the labor being paid for by equipment.

No vessels of consequence were hauled out. Small ways are provided on which steam launches and small boats are frequently hauled out to have their bottoms cleaned or small repairs made.

No changes of importance were made in the construction plant. A small workshop, 30 by 15 by 9 feet, was erected by the acting carpenter, assisted by the enlisted native force, at a nominal cost for material, and serves also as a storeroom for construction tools.

Until a navy-yard is established at Sumay in proximity to deep water, and a floating or other dry dock constructed no improvements of a costly or permanent character are necessary or recommended.

LIST OF VESSELS OF THE UNITED STATES NAVY.

ARMORED STEEL VESSELS—

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, normal stores, ammunition, and coal.					
				Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	
1	Alabama ^b	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	368 0	72 2½	23 6	c 11,552	47.75	1
2	Connecticut ^b ..	Navy-yard, New York.	Building, 97% complete.	450 0	76 10	24 6	c 16,000	63.14	2
3	Georgia ^b	Bath Iron Works, Bath, Me.	Building, 97% complete.	435 0	76 2½	23 9	c 14,948	60.95	3
4	Idaho.....	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 58% complete.	375 0	77 0	24 8	c 13,000	51.43	4
5	Illinois ^b	Newport News S. B. Co., Newp't N., Va.	Atlantic Fleet..	368 0	72 2½	23 6	c 11,552	47.75	5
6	Indiana.....	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	348 0	69 3	24 0	c 10,288	42.75	6
7	Iowa ^b	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	360 0	72 2½	24 0	c 11,346	46.00	7
8	Kansas.....	New York S. B. Co., Camden, N. J.	Building, 85% complete.	450 0	76 10	24 6	c 16,000	63.14	8
9	Kearsarge ^b ...	Newport News S. B. Co., Newp't N., Va.	Atlantic Fleet..	368 0	72 2½	23 6	c 11,520	47.35	9
10	Kentucky ^b ...	Newport News S. B. Co., Newp't N., Va.	Atlantic Fleet..	368 0	72 2½	23 6	c 11,520	47.35	10
11	Louisiana ^b ...	Newport News S. B. Co., Newp't N., Va.	Unassigned.....	450 0	76 10	24 6	c 16,000	63.14	11
12	Maine ^b	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	388 0	72 2½	23 10	c 12,500	50.75	12
13	Massachusetts	Wm. Cramp & Sons, Philadelphia, Pa.	Repairing, navy-yard, N. Y.	348 0	69 3	24 0	c 10,288	42.75	13
14	Michigan.....	New York S. B. Co., Camden, N. J.	Not yet building.	450 0	80 2½	24 6	c 16,000	64.20	14
15	Minnesota ^b ..	Newport News S. B. Co., Newp't N., Va.	Building, 91% complete.	450 0	76 10	24 6	c 16,000	63.14	15
16	Mississippi...	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 60% complete.	375 0	77 0	24 8	c 13,000	51.43	16
17	Missouri ^b ...	Newport News S. B. Co., Newp't N., Va.	Atlantic Fleet..	388 0	72 2½	23 11	c 12,500	50.35	17
18	Nebraska ^b ...	Moran Bros., Seattle, Wash.	Building, 95% complete.	435 0	76 2½	23 9	c 14,948	60.95	18
19	New Hampshire.	New York S. B. Co., Camden, N. J.	Building, 48% complete.	450 0	76 10	24 6	c 16,000	63.14	19
20	New Jersey ^b ..	Fore River S. B. Co., Quincy, Mass.	Unassigned.....	435 0	76 2½	23 9	c 14,948	60.95	20
21	Ohio ^b	Union Iron Works, San Francisco, Cal.	Asiatic Fleet...	388 0	72 2½	23 7	c 12,500	51.25	21
22	Oregon.....	Union Iron Works, San Francisco, Cal.	Navy-yard, Puget Sound.	348 0	69 3	24 0	c 10,288	42.75	22
23	Rhode Island ^b	Fore River S. B. Co., Quincy, Mass.	Unassigned.....	435 0	76 2½	23 9	c 14,948	60.95	23
24	South Carolina.	Wm. Cramp & Sons, Philadelphia, Pa.	Not yet building.	450 0	80 2½	24 6	c 16,000	64.20	24
25	Vermont ^b	Fore River S. B. Co., Quincy, Mass.	Building, 88% complete.	450 0	76 10	24 6	c 16,000	63.14	25
26	Virginia ^b	Newport News S. B. Co., Newp't N., Va.	Unassigned.....	435 0	76 2½	23 9	c 14,948	60.95	26
27	Wisconsin ^b ...	Union Iron Works, San Francisco, Cal.	Asiatic Fleet...	368 0	72 2½	23 6	c 11,552	47.75	27
28	Number 28...	.....	Design being prepared.	.....	.....	.....	.....	.....	28

^a Length on design L. W. L.
^b Fitted as a flagship.
^c Two-thirds full supply of ammunition and stores.

FIRST-CLASS BATTLE SHIPS.

	Length over all.	Designed full-load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	374 0	12,150	17.01	11,207	11,570	1,275	Alabama.....	1
2	456 4	17,666	^d 18.00	^d 16,500	^d 16,000	2,275	Connecticut.....	2
3	441 3	16,094	19.26	25,088	14,963	1,925	Georgia.....	3
4	382 0	14,465	^d 17.00	^d 10,000	^d 13,000	^d 1,750	Idaho.....	4
5	375 4	12,150	17.45	12,757	11,540	1,275	Illinois.....	5
6	350 11	11,688	15.55	9,607	10,225	1,500	Indiana.....	6
7	362 5	12,647	17.09	11,933	11,363	1,650	Iowa.....	7
8	456 4	17,650	^d 18.00	^d 16,500	^d 16,000	^d 2,200	Kansas.....	8
9	375 4	12,320	16.82	11,788	11,550	1,500	Kearsarge.....	9
10	375 4	12,320	16.90	12,179	11,550	1,500	Kentucky.....	10
11	456 4	17,666	18.82	20,748	16,000	2,400	Louisiana.....	11
12	393 11	13,500	18.00	15,603	12,370	1,875	Maine.....	12
13	350 11	11,688	16.21	10,240	10,300	1,475	Massachusetts.....	13
14	452 9	17,617	^d 18.50	^d 16,500	^d 16,000	^d 2,200	Michigan.....	14
15	456 4	17,650	^d 18.00	^d 16,500	^d 16,000	^d 2,200	Minnesota.....	15
16	382 0	14,465	^d 17.00	^d 10,000	^d 13,000	^d 1,750	Mississippi.....	16
17	393 11	13,500	18.15	15,845	12,300	1,825	Missouri.....	17
18	441 3	16,094	19.06	21,283	14,865	1,775	Nebraska.....	18
19	456 4	17,784	^d 18.00	^d 16,500	^d 16,000	^d 2,325	New Hampshire.....	19
20	441 3	16,094	19.18	23,069	14,930	2,000	New Jersey.....	20
21	393 10	13,500	17.82	16,220	12,500	2,150	Ohio.....	21
22	351 2	11,688	16.79	11,037	10,242	1,450	Oregon.....	22
23	441 3	16,094	19.01	20,310	14,920	2,000	Rhode Island.....	23
24	452 9	17,617	^d 18.50	^d 16,500	^d 16,000	^d 2,200	South Carolina.....	24
25	456 4	17,650	^d 18.00	^d 16,500	^d 16,000	^d 2,200	Vermont.....	25
26	441 3	16,094	19.01	22,841	14,980	1,900	Virginia.....	26
27	373 10	12,150	17.17	12,452	11,565	1,250	Wisconsin.....	27
28	.....	.....	.....	.....	.....	.....	Number 28.....	28

^d Estimated.

• Full supply ammunition and stores, normal coal.

ARMORED STEEL VESSELS—

		Batteries.				
Name.		Main.		Secondary.	Torpedo tubes.	
		In turrets.	Broadside.			
1	Alabama.....	4 13" B. L. R.	14 6" R. F....	12 6-pdr., 2 1-pdr. R. F., 2 3" F.	1 18", above water.	1
2	Connecticut.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 7" B. L. R.	20 3" R. F., 12 3-pdr. S. A., 4 1-pdr., 2 3" F., 6 .30 cal. A., 2 .30 cal. M.	4 21", submerged.	2
3	Georgia.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 6" R. F....	12 3" R. F., 12 3-pdr. R. F., 2 3" F., 6 .30 cal. A., 2 .30 cal. M.	4 21", submerged.	3
4	Idaho.....	{ 4 12" B. L. R. 8 8" B. L. R. }	8 7" B. L. R.	12 3" R. F., 6 3-pdr. S. A., 2 1-pdr., 2 3" F., 6 .30 cal. A.	2 21", submerged.	4
5	Illinois.....	4 13" B. L. R.	14 6" R. F....	16 6-pdr., 2 1-pdr., 2 3" F., 4 .30 cal. A.	1 18", above water.	5
6	Indiana.....	{ 4 13" B. L. R. 8 8" B. L. R. }	4 6" R. F....	20 6-pdr. R. F., 2 1-pdr. R. F., 1 3" F., 2 .30 cal. A.	1 18", above water.	6
7	Iowa.....	{ 4 12" B. L. R. 8 8" B. L. R. }	4 4" R. F....	22 6-pdr. R. F., 4 1-pdr. R. F., 2 3" F., 4 .30 cal. A.		7
8	Kansas.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 7" B. L. R.	20 3" R. F., 12 3-pdr. S. A., 2 1-pdr., 2 3" F., 2 .30 cal. A.	4 21", submerged.	8
9	Kearsarge.....	{ 4 13" B. L. R. 4 4 8" B. L. R. }	14 5" R. F....	12 6-pdr. R. F., 2 1-pdr., 2 3" F., 4 .30 cal. A.	1 18", above water.	9
10	Kentucky.....	{ 4 13" B. L. R. 4 4 8" B. L. R. }	14 5" R. F....	20 6-pdr. R. F., 4 1-pdr., 2 3" F., 4 .30 cal. A.	1 18", above water.	10
11	Louisiana.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 7" B. L. R.	20 3" R. F., 12 3-pdr. S. A., 2 1-pdr. A., 2 3" F., 2 .30 cal. M.	4 21", submerged.	11
12	Maine.....	4 12" B. L. R.	16 6" R. F....	6 3" R. F., 8 3-pdr. R. F., 2 1-pdr., 2 3" F., 2 .30 cal. A., 2 .30 cal. M.	2 18", submerged.	12
13	Massachusetts....	{ 4 13" B. L. R. 8 8" B. L. R. }	4 6" R. F....	20 6-pdr. R. F., 8 1-pdr., 2 3" F., 2 .30 cal. A.	3 18" above water.	13
14	Michigan.....	8 12" B. L. R.		22 3" S. A., 2 3-pdr. S. A., 8 1-pdr. S. A., 2 3" F., 2 .30 cal. A., 2 .30 cal. M.	2 21", submerged.	14
15	Minnesota.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 7" B. L. R.	20 3" R. F., 12 3-pdr. S. A., 2 1-pdr. A., 2 3" F., 2 .30 cal. M.	4 21", submerged.	15
16	Mississippi.....	{ 4 12" B. L. R. 8 8" B. L. R. }	8 7" B. L. R.	12 3" R. F., 6 3-pdr. S. A., 2 1-pdr., 2 3" F., 6 .30 cal. A.	2 21", submerged.	16
17	Missouri.....	4 12" B. L. R.	16 6" R. F....	6 3" R. F., 8 3-pdr. R. F., 4 1-pdr., 2 3" F.	2 18", submerged.	17
18	Nebraska.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 6" R. F....	12 3" R. F., 12 3-pdr. R. F., 2 3" F., 6 .30 cal. A., 2 .30 cal. M.	4 21", submerged.	18
19	New Hampshire..	{ 4 12" B. L. R. 8 8" B. L. R. }	12 7" B. L. R.	20 3" R. F., 12 3-pdr. S. A., 2 1-pdr. S. A., 2 3" F., 2 .30 cal. A.	4 21", submerged.	19
20	New Jersey.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 6" R. F....	12 3" R. F., 12 3-pdr. R. F., 2 1-pdr. R. F., 2 3" F., 4 .30 cal. A., 2 .30 cal. M.	4 21", submerged.	20
21	Ohio.....	4 12" B. L. R.	16 6" R. F....	6 3" R. F., 8 3-pdr. R. F., 6 1-pdr., 2 3" F., 2 .30 cal. A.	2 18", submerged.	21
22	Oregon.....	{ 4 13" B. L. R. 8 8" B. L. R. }	4 6" R. F....	20 6-pdr. R. F., 4 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	3 18", above water.	22
23	Rhode Island....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 6" R. F....	12 3" R. F., 12 3-pdr. R. F., 2 1-pdr. R. F., 2 3" F., 4 .30 cal. A., 2 .30 cal. M.	4 21", submerged.	23
24	South Carolina...	8 12" B. L. R.		22 3" S. A., 2 3-pdr. S. A., 8 1-pdr. S. A., 2 3" F., 2 .30 cal. A., 2 .30 cal. M.	2 21", submerged.	24
25	Vermont.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 7" B. L. R.	20 3" R. F., 12 3-pdr. S. A., 4 1-pdr., 2 3" F., 6 .30 cal. A., 2 .30 cal. M.	4 21", submerged.	25
26	Virginia.....	{ 4 12" B. L. R. 8 8" B. L. R. }	12 6" R. F....	12 3" R. F., 12 3-pdr. R. F., 2 3" F., 6 .30 cal. A., 2 .30 cal. M.	4 21", submerged.	26
27	Wisconsin.....	4 13" B. L. R.	14 6" R. F....	16 6-pdr. R. F., 6 1-pdr., 2 3" F., 4 .30 cal. A.	4 18", above water.	27
28	Number 28.....					28

* 4 8" in superposed turrets.

FIRST-CLASS BATTLE SHIPS—Continued.

Armor.					Protective deck. Total thickness.		Name.	
Water-line belt amidships.	Turrets.		Barbettes.		At ends.	Amid- ships.		
	Size.	Thickness.	Size.	Thick- ness.				
Inches.	Inches.	Inches.	In.	Inches.	Inches.	Inches.		
1 {Top 16½, bottom 9½, water line 13½.	{ 13	14	13	15-10	{For'd 2½-3... Aft 2½-4....}	2½	Alabama.....	1
2 {Top 11, bottom 9, water line 11.	{ 12 8	12-8 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Connecticut.....	2
3 {Top 11, bottom 8, water line 11.	{ 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Georgia.....	3
4 {Top 9, bottom 9, water line 9.	{ 12 8	12-8 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Idaho.....	4
5 {Top 16½, bottom 9½, water line 13½.	{ 13	14	13	15-10	{For'd 2½-3... Aft 2½-4....}	2½	Illinois.....	5
6 {Top 18, bottom 8½, water line 18.	{ 13 8	15 6	13 8	17 8-6	{For'd 3.... Aft 3....}	2½	Indiana.....	6
7 {Top 14, bottom 7, water line 14.	{ 12 8	17-15 8-7	12 8	15-12½ 8-6	{For'd 3.... Aft 3....}	2½	Iowa.....	7
8 {Top 9, bottom 9, water line 9.	{ 12 8	12-8 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Kansas.....	8
9 {Top 16½, bottom 9½, water line 13½.	{ 13-8	17-15-11-9	13	15-12½	{For'd 2½-3... Aft 2½-5....}	2½	Kearsarge.....	9
10 {Top 16½, bottom 9½, water line 13½.	{ 13-8	17-15-11-9	13	15-12½	{For'd 2½-3... Aft 2½-5....}	2½	Kentucky.....	10
11 {Top 11, bottom 9, water line 11.	{ 12 8	12-8 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Louisiana.....	11
12 {Top 11, bottom 7½, water line 11.	{ 12	12-11	12	12-8	{For'd 2½-2½... Aft 2½-4....}	2½	Maine.....	12
13 {Top 18, bottom 8½, water line 18.	{ 13 8	15 6	13 8	17 8-6	{For'd 3.... Aft 3....}	2½	Massachusetts..	13
14 {Top 11, bottom 9, water line 10½.	{ 12	12-8	12	10-8	{For'd 1½.... Aft 3....}	1½	Michigan.....	14
15 {Top 9, bottom 9, water line 9.	{ 12 8	12-8 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Minnesota.....	15
16 {Top 9, bottom 9, water line 9.	{ 12 8	12-8 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Mississippi.....	16
17 {Top 11, bottom 7½, water line 11.	{ 12	12-11	12	12-8	{For'd 2½-3... Aft 2½-4....}	2½	Missouri.....	17
18 {Top 11, bottom 8, water line 11.	{ 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Nebraska.....	18
19 {Top 9, bottom 9, water line 9.	{ 12 8	12-8 6½-6	12 8	11-7½-6 6-4	{For'd 3.... Aft 3....}	1½-3	New Hampshire	19
20 {Top 11, bottom 8, water line 11.	{ 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	New Jersey.....	20
21 {Top 11, bottom 7½, water line 11.	{ 12	12-11	12	12-8	{For'd 2½-2½... Aft 2½-4....}	2½	Ohio.....	21
22 {Top 18, bottom 8, water line 18.	{ 13 8	15 6	13 8	17 8-6	{For'd 3.... Aft 3....}	2½	Oregon.....	22
23 {Top 11, bottom 8, water line 11.	{ 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Rhode Island...	23
24 {Top 11, bottom 9, water line 10½.	{ 12	12-8	12	10-8	{For'd 1½.... Aft 3....}	1½	South Carolina.	24
25 {Top 9, bottom 9, water line 9.	{ 12 8	12-8 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Vermont.....	25
26 {Top 11, bottom 8, water line 11.	{ 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	{For'd 3.... Aft 3....}	1½-3	Virginia.....	26
27 {Top 16½, bottom 9½, water line 13½.	{ 13	14	13	15-10	{For'd 2½-3... Aft 2½-4....}	2½	Wisconsin.....	27
28							Number 28.....	28

b In way of magazines 12" to 10".

ARMORED STEEL VESSELS--

	Name.	Rig and number of funnels.	Type of boilers. (Engines.) ^a	Complement.		Net tonnage for Suez Canal.	Contract price of hull and machinery.	
				Officers.	Men.			
1	Alabama.....	Two military masts.	Scotch.....	34	679	4,228	\$2,650,000	1
2	Connecticut.....	Two funnels, abreast.	Babcock & Wilcox.	41	840		b4,600,000	2
		Two military masts.						
3	Georgia.....	Three funnels.	Niclausse.....	40	772		3,590,000	3
4	Idaho.....	One military mast.	Babcock & Wilcox.	34	673		2,999,500	4
		Two funnels.						
5	Illinois.....	Two military masts.	Scotch.....	34	656		2,595,000	5
6	Indiana.....	Two funnels, abreast.	Babcock & Wilcox.	26	610	3,204	3,063,000	6
		One military mast.						
7	Iowa.....	Two funnels.	Scotch.....	35	619	3,806	3,010,000	7
		One military mast.						
8	Kansas.....	Two military masts.	Babcock & Wilcox.	41	809		4,165,000	8
		Three funnels.						
9	Kearsarge.....	Two military masts.	Scotch.....	39	651	c4,038	2,250,000	9
10	Kentucky.....	Two funnels.	Scotch.....	35	651	c4,038	2,250,000	10
		Two military masts.						
11	Louisiana.....	Two military masts.	Babcock & Wilcox.	41	840		3,990,000	11
		Three funnels.						
12	Maine.....	Two military masts.	Niclausse.....	41	772		2,885,000	12
		Three funnels.						
13	Massachusetts.....	One military mast.	Scotch.....	35	580	3,204	3,063,000	13
		Two funnels.						
14	Michigan.....	Two military masts.	Water tube.	51	818		3,585,000	14
		Two funnels.						
15	Minnesota.....	Two military masts.	Babcock & Wilcox.	41	840		4,110,000	15
		Three funnels.						
16	Mississippi.....	One military mast.	Babcock & Wilcox.	34	673		2,999,500	16
		Two funnels.						
17	Missouri.....	Two military masts.	Thornycroft	40	739		2,885,000	17
		Three funnels.						
18	Nebraska.....	Two military masts.	Babcock & Wilcox.	40	772		3,733,600	18
		Three funnels.						
19	New Hampshire.....	Two military masts.	Babcock & Wilcox.	41	809		3,748,000	19
		Three funnels.						
20	New Jersey.....	Two military masts.	Babcock & Wilcox.	40	772		3,405,000	20
		Three funnels.						
21	Ohio.....	Two military masts.	Thornycroft	41	759	c4,288	2,899,000	21
		Three funnels.						
22	Oregon.....	One military mast.	Scotch.....	35	580	3,354	3,222,810	22
		Two funnels.						
23	Rhode Island.....	Two military masts.	Babcock & Wilcox.	40	772		3,405,000	23
		Three funnels.						
24	South Carolina.....	Two military masts.	Water tube.	51	818		3,540,000	24
		Two funnels.						
25	Vermont.....	Two military masts.	Babcock & Wilcox.	41	840		4,179,000	25
		Three funnels.						
26	Virginia.....	Two military masts.	Niclausse.....	40	772		3,690,000	26
		Three funnels.						
27	Wisconsin.....	Two military masts.	Scotch.....	34	669		2,674,950	27
28	Number 28.....	Two funnels, abreast.					b6,000,000	28

^a All engines vertical triple expansion, twin screw.
^b Limit of cost.

FIRST-CLASS BATTLE SHIPS—Concluded.

	Date of act authorizing the build- ing.	Contract signed.	Keel laid.	Launched.	Contract date of comple- tion.	Date of first and latest com- mission.	Name.	
1	June 10, 1896	Sept. 24, 1896	Dec. 1, 1896	May 18, 1898	Sept. 24, 1899	Oct. 16, 1900	Alabama.....	1
2	July 1, 1902	.....	Mar. 10, 1903	Sept. 29, 1904	Mar. 15, 1906	Sept. 29, 1906	Connecticut....	2
3	Mar. 3, 1899	Feb. 18, 1901	Aug. 31, 1901	Oct. 11, 1904	Feb. 18, 1904	Sept. 24, 1906	Georgia.....	3
4	Mar. 3, 1903	Jan. 25, 1904	May 12, 1904	Dec. 9, 1905	May 25, 1907	.....	Idaho.....	4
5	June 10, 1896	Sept. 26, 1896	Feb. 10, 1897	Oct. 4, 1898	Sept. 26, 1899	Sept. 16, 1901	Illinois.....	5
6	June 30, 1890	Nov. 19, 1890	May 7, 1891	Feb. 28, 1893	Nov. 19, 1893	{ Nov. 20, 1895 Jan. 8, 1906 }	Indiana.....	6
7	July 19, 1892	Feb. 11, 1893	Aug. 5, 1893	Mar. 28, 1896	Feb. 11, 1896	{ June 16, 1897 Dec. 23, 1903 }	Iowa.....	7
8	Mar. 3, 1903	June 16, 1903	Feb. 10, 1904	Aug. 12, 1905	Dec. 16, 1906	.....	Kansas.....	8
9	Mar. 2, 1895	Jan. 2, 1896	June 30, 1896	Mar. 24, 1898	Jan. 2, 1899	Feb. 20, 1900	Kearsarge.....	9
10	Mar. 2, 1895	Jan. 2, 1896	June 30, 1896	Mar. 24, 1898	Jan. 2, 1899	May 15, 1900	Kentucky.....	10
11	July 1, 1902	Oct. 15, 1902	Feb. 7, 1903	Aug. 27, 1904	Mar. 15, 1906	June 2, 1906	Louisiana.....	11
12	May 4, 1898	Oct. 1, 1898	Feb. 15, 1899	July 27, 1901	June 1, 1901	Dec. 29, 1902	Maine.....	12
13	June 30, 1890	Nov. 18, 1890	June 25, 1891	June 10, 1893	Nov. 18, 1893	June 10, 1896	Massachusetts..	13
14	Mar. 3, 1905	July 20, 1906	.....	.....	Nov. 20, 1909	.....	Michigan.....	14
15	Mar. 3, 1903	June 20, 1903	Oct. 27, 1903	Apr. 8, 1905	Dec. 20, 1906	.....	Minnesota.....	15
16	Mar. 3, 1903	Jan. 25, 1904	May 12, 1904	Sept. 30, 1905	Mar. 25, 1907	.....	Mississippi.....	16
17	May 4, 1898	Dec. 30, 1898	Feb. 7, 1900	Dec. 28, 1901	Aug. 30, 1901	Dec. 1, 1903	Missouri.....	17
18	Mar. 3, 1899	Mar. 7, 1901	July 4, 1902	Oct. 7, 1904	Mar. 7, 1904	.....	Nebraska.....	18
19	Apr. 27, 1904	Dec. 27, 1904	May 1, 1906	June 30, 1906	Feb. 27, 1908	.....	New Hampshire	19
20	June 7, 1900	Feb. 15, 1901	Apr. 2, 1902	Nov. 10, 1904	Feb. 15, 1904	May 12, 1906	New Jersey.....	20
21	May 4, 1898	Oct. 5, 1898	Apr. 22, 1899	May 18, 1901	June 5, 1901	Oct. 4, 1904	Ohio.....	21
22	June 30, 1890	Nov. 19, 1890	Nov. 19, 1891	Oct. 26, 1893	Nov. 19, 1893	July 15, 1896	Oregon.....	22
23	June 7, 1900	Feb. 15, 1901	May 1, 1902	May 17, 1904	Feb. 15, 1904	Feb. 19, 1906	Rhode Island...	23
24	Mar. 3, 1905	July 21, 1906	.....	.....	Dec. 21, 1909	.....	South Carolina.	24
25	Mar. 3, 1903	June 20, 1903	May 21, 1904	Aug. 31, 1905	Dec. 20, 1906	.....	Vermont.....	25
26	Mar. 3, 1899	Feb. 15, 1901	May 21, 1902	Apr. 5, 1904	Feb. 15, 1904	May 7, 1906	Virginia.....	26
27	June 10, 1896	Sept. 19, 1896	Feb. 9, 1897	Nov. 26, 1898	Sept. 19, 1899	Feb. 4, 1901	Wisconsin.....	27
28	June 29, 1906	.....	.....	.....	.....	.....	Number 28.....	28

* Subject to possible change.

† Act of Congress approved June 20, 1906.

ARMORED STEEL VESSELS—

Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, full stores and ammunition, normal coal.				
			Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.
1 Texas....	U. S. Navy-Yard, Norfolk, Va.	Navy-yard, Norfolk.	<i>Ft. in.</i> 301 4	<i>Ft. in.</i> 64 1	<i>Ft. in.</i> 22 6	<i>Tons.</i> 6,315	<i>Tons.</i> 30.22

ARMORED STEEL VESSELS—

Name.	Batteries.			
	Main.		Secondary.	Torpedo tubes.
	In turrets.	Broadside.		
1 Texas....	2 12" B. L. R.	6 6" R. F....	{ 12 6-pdr. R. F., 4 1-pdr. A., 4 37-mm R. C., 2 30 cal. A.	}.....

ARMORED STEEL VESSELS—

Name.	Rig and number of funnels.	Type of boilers and engines.	Complement.		Net tonnage for Suez Canal.	Contract price of hull and machinery.
			Off-icers.	Men.		
1 Texas....	{Two military masts.... One funnel.....	{Scotch. Vertical, triple expansion, twin screw.	30	478	c 2,429	b \$2,500,000

^a Length on designed L. W. L. ^b Limit of cost. ^c Subject to possible change.

SECOND-CLASS BATTLE SHIP.

	Length over all.	Designed full-load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	308 10	6,665	17.80	8,507	.....	850	Texas	1

SECOND-CLASS BATTLE SHIP.

Armor.					Protective deck. Total thickness.		Name.
Water-line belt amidships.	Turrets.		Redoubt.		At ends.	Amidships.	
	Size.	Thick-ness.	Size.	Thick-ness.			
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>			
1	{ Top 12, bottom 6 water line 12 }	12	12	12	{ Forward, 2-3 Aft, 2-3..... }	2	Texas..... 1

SECOND-CLASS BATTLE SHIP.

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	Aug. 3, 1896	.....	June 1, 1899	June 28, 1892	.....	{ Aug. 15, 1895 Sept. 29, 1906 }	Texas...	1

ARMORED STEEL VESSELS—

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, normal stores, ammunition, and coal.					
				Length between perpendiculars. ^c	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	
1	Brooklyn ^b	Wm. Cramp & Sons, Philadelphia, Pa.	Special service..	400 6	64 8	24 0	9,215	41.80	1
2	California ^b	Union Iron Works, San Francisco, Cal.	Building, 94% complete.	502 0	69 6½	24 1	13,680	57.80	2
3	Colorado ^b	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	502 0	69 6½	24 1	13,680	57.80	3
4	Maryland ^b	Newport News S. B. Co., Newp't N., Va.	Atlantic Fleet...	502 0	69 6½	24 1	13,680	57.80	4
5	Montana	Newport News S. B. Co., Newp't N., Va.	Building, 45% complete.	502 0	72 10½	25 0	14,500	59.70	5
6	New York ^b	Wm. Cramp & Sons, Philadelphia, Pa.	Repairing, Navy - yard, Boston.	380 6	64 10	23 3	8,150	39.00	6
7	North Carolina .	Newport News S. B. Co., Newp't N., Va.	Building, 51% complete.	502 0	72 10½	25 0	14,500	59.70	7
8	Pennsylvania ^b ..	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	502 0	69 6½	24 1	13,680	57.80	8
9	South Dakota ^b .	Union Iron Works, San Francisco, Cal.	Building, 92% complete.	502 0	69 6½	24 1	13,680	57.80	9
10	Tennessee ^b	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 100% complete.	502 0	72 10½	25 0	14,500	59.70	10
11	Washington ^b ...	New York S. B. Co., Camden, N. J.	Building, 99% complete.	502 0	72 10½	25 0	14,500	59.70	11
12	West Virginia ^b ..	Newport News S. B. Co., Newp't N., Va.	Atlantic Fleet...	502 0	69 6½	24 1	13,680	57.80	12

ARMORED

1	Katahdin.....	Bath Iron Works, Bath, Me.	Navy - yard, League Island.	250 0	43 5	15 0	2,183	19.16	1
---	---------------	----------------------------	-----------------------------	-------	------	------	-------	-------	---

^a Length on designed L. W. L.^b Fitted as a flagship.^c Full supply ammunition and stores, normal coal.

ARMORED CRUISERS.

	Length over all.	Designed full load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	402 7	10,068	21.91	18,425	8,150	1,350	Brooklyn.....	1
2	503 11	15,138	* 22.00	* 23,000	* 13,720	2,075	California.....	2
3	504 0	15,138	22.24	26,837	13,780	1,825	Colorado.....	3
4	503 11	15,138	22.41	28,059	13,749	1,950	Maryland.....	4
5	504 5	15,981	* 22.00	* 23,000	* 14,500	* 2,025	Montana.....	5
6	384 0	8,900	21.00	17,075	8,480	1,325	New York.....	6
7	504 5	15,981	* 22.00	* 23,000	* 14,500	* 2,025	North Carolina.....	7
8	504 0	15,138	22.44	28,600	13,810	1,825	Pennsylvania.....	8
9	503 11	15,138	* 22.00	* 23,000	* 13,720	2,075	South Dakota.....	9
10	504 5	15,712	22.16	26,063	14,500	1,975	Tennessee.....	10
11	504 5	15,712	22.27	27,152	14,500	1,950	Washington.....	11
12	503 11	15,138	22.15	26,135	13,750	1,950	West Virginia.....	12

RAM.

1	251 0	2,383	16.11	5,014	2,150	193	Katahdin.....	1
---	-------	-------	-------	-------	-------	-----	---------------	---

* Two-thirds full supply of ammunition and stores.
* Estimated.
/ Extreme.

ARMORED STEEL VESSELS—

Name.		Batteries.				
		Main.		Secondary.	Torpedo tubes.	
		In turrets.	Broadside.			
1	Brooklyn.....	8 8" B. L. R.....	12 5" R. F.....	12 6-pdr. R. F., 4 1-pdr. R. F., 2 3" F., 4 .30 cal. A., 1 .30 cal. M.		1
2	California.....	4 8" B. L. R.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 2 1-pdr. R. F., 2 3" F., 4 .30 cal. A., 2 .30 cal. M.	2 18" sub-merged.	2
3	Colorado.....	4 8" B. L. R.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 2 1-pdr. R. F., 2 3" F., 6 .30 cal. A.	2 18" sub-merged.	3
4	Maryland.....	4 8" B. L. R.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 2 1-pdr. R. F., 2 3" F., 6 .30 cal. A.	2 18" sub-merged.	4
5	Montana.....	4 10" B. L. R.....	16 6" R. F.....	22 3" R. F., 12 3-pdr. S. A., 4 1-pdr. R. F., 2 3" F., 2 .30 cal. A., 2 .30 cal. M.	4 21" sub-merged.	5
6	New York.....	4 8" B. L. R.....	10 5" R. F.....	8 3" R. F., 8 3-pdr. R. F., 2 1-pdr. R. F., 2 3" F., 4 .30 cal. A.		6
7	North Carolina...	4 10" B. L. R.....	16 6" R. F.....	22 3" R. F., 12 3-pdr. S. A., 4 1-pdr. R. F., 2 3" F., 2 .30 cal. A., 2 .30 cal. M.	4 21" sub-merged.	7
8	Pennsylvania.....	4 8" B. L. R.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 2 1-pdr. R. F., 2 3" F., 6 .30 cal. A.	2 18" sub-merged.	8
9	South Dakota.....	4 8" B. L. R.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 2 1-pdr. R. F., 2 3" F., 4 .30 cal. A., 2 .30 cal. M.	2 18" sub-merged.	9
10	Tennessee.....	4 10" B. L. R.....	16 6" R. F.....	22 3" R. F., 12 3-pdr. S. A., 2 1-pdr. R. F., 2 3" F., 6 .30 cal. A.	4 21" sub-merged.	10
11	Washington.....	4 10" B. L. R.....	16 6" R. F.....	22 3" R. F., 12 3-pdr. S. A., 2 1-pdr. A., 2 3" F., 2 .30 cal. A., 2 .30 cal. M.	4 21" sub-merged.	11
12	West Virginia.....	4 8" B. L. R.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 2 1-pdr. R. F., 2 3" F., 6 .30 cal. A.	2 18" sub-merged.	12

ARMORED

1	Katahdin.....		4 6-pdr. R. F.....			1
---	---------------	--	--------------------	--	--	---

ARMORED CRUISERS—Continued.

Armor.					Protective deck. Total thickness.		Name.		
Water-line belt amidships.	Turrets.		Barbettes.		At ends.	Amid- ships.			
	Size.	Thick- ness.	Size.	Thick- ness.					
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.			
1	{ Top 3, bottom 3, wa- ter line 3. }	8	5½	8	8-4	{ For'd 2½.. Aft 2½..... }	3-6	Brooklyn.....	1
2	{ Top 6, bottom 5, wa- ter line 6. }	8	6½-6	8	6	{ For'd 4... Aft 4..... }	1½-4	California.....	2
3	{ Top 6, bottom 5, wa- ter line 6. }	8	6½-6	8	6	{ For'd 4... Aft 4..... }	1½-4	Colorado.....	3
4	{ Top 6, bottom 5, wa- ter line 6. }	8	6½-6	8	6	{ For'd 4... Aft 4..... }	1½-4	Maryland.....	4
5	{ Top 5, bottom 5, wa- ter line 5. }	10	9-7-5	10	8-6-4	{ For'd 3... Aft 3..... }	1½-4	Montana.....	5
6	{ Top 4, bottom 4, wa- ter line 4. }	8	5½	8	6-4	{ For'd 2½.. Aft 2½..... }	3-6	New York.....	6
7	{ Top 5, bottom 5, wa- ter line 5. }	10	9-7-5	10	8-6-4	{ For'd 3... Aft 3..... }	1½-4	North Carolina...	7
8	{ Top 6, bottom 5, wa- ter line 6. }	8	6½-6	8	6	{ For'd 4... Aft 4..... }	1½-4	Pennsylvania.....	8
9	{ Top 6, bottom 5, wa- ter line 6. }	8	6½-6	8	6	{ For'd 4... Aft 4..... }	1½-4	South Dakota....	9
10	{ Top 5, bottom 5, wa- ter line 5. }	10	9-7-5	10	7-4	{ For'd 3... Aft 3..... }	1½-4	Tennessee.....	10
11	{ Top 5, bottom 5, wa- ter line 5. }	10	9-7-5	10	7-4	{ For'd 3... Aft 3..... }	1½-4	Washington.....	11
12	{ Top 6, bottom 5, wa- ter line 6. }	8	6½-6	8	6	{ For'd 4... Aft 4..... }	1½-4	West Virginia....	12

RAM—Continued.

1	{ 6 3 }	{ For'd 2... Aft 2..... }	2-6	Katahdin.....	1
---	------------	-------	-------	-------	-------	------------------------------	-----	---------------	---

ARMORED STEEL VESSELS—

	Name.	Rig and number of funnels.	Type of boilers. (Engines.) ^a	Comple-ment.		Net ton- nage for Suez Canal.	Contract price of hull and machinery.	
				Offi- cers.	Men.			
1	Brooklyn.....	{ Two military masts..... Three funnels.....	Scotch.....	41	540	3,368	\$2,986,000	1
2	California.....	{ Two military masts..... Four funnels.....	Babcock & Wilcox. }	41	791	c 4,050	3,800,000	2
3	Colorado.....	{ Two military masts..... Four funnels.....	Niclausse....	41	850	4,000	3,780,000	3
4	Maryland.....	{ Two military masts..... Four funnels.....	Babcock & Wilcox. }	41	850	3,953	3,775,000	4
5	Montana.....	{ Two military masts..... Four funnels.....	Babcock & Wilcox. }	40	789	.....	3,575,000	5
6	New York.....	{ Two military masts..... Three funnels.....	Scotch.....	34	525	2,814	2,985,000	6
7	North Carolina...	{ Two military masts..... Four funnels.....	Babcock & Wilcox. }	40	789	.....	3,575,000	7
8	Pennsylvania.....	{ Two military masts..... Four funnels.....	Niclausse....	41	850	4,000	3,800,000	8
9	South Dakota....	{ Two military masts..... Four funnels.....	Babcock & Wilcox. }	41	791	c 4,050	3,750,000	9
10	Tennessee.....	{ Two military masts..... Four funnels.....	Babcock & Wilcox. }	40	789	.....	4,035,000	10
11	Washington.....	{ Two military masts..... Four funnels.....	Babcock & Wilcox. }	40	789	.....	4,035,000	11
12	West Virginia....	{ Two military masts..... Four funnels.....	Babcock & Wilcox. }	41	887	3,953	3,885,000	12

ARMORED

1	Katahdin.....	{ One signal pole..... One funnel.....	Scotch..... (b)	7	90	930,000	1
---	---------------	---	--------------------	---	----	-------	---------	---

^a All engines vertical triple expansion, twin screw.

ARMORED CRUISERS—Concluded.

	Date of act authorizing the build- ing.	Contract signed.	Keel laid.	Launched.	Contract date of comple- tion.	Date of first and latest commission.	Name.	
1	July 19, 1892	Feb. 11, 1893	Aug. 2, 1893	Oct. 2, 1895	Feb. 11, 1896	(Dec. 1, 1896 Oct. 2, 1906)	Brooklyn.....	1
2	Mar. 3, 1899	Jan. 10, 1901	May 7, 1902	Apr. 28, 1904	Jan. 10, 1904	.....	California.....	2
3	June 7, 1900	Jan. 10, 1901	Apr. 25, 1901	Apr. 25, 1903	Jan. 10, 1904	Jan. 19, 1905	Colorado.....	3
4	June 7, 1900	Jan. 24, 1901	Oct. 29, 1901	Sept. 12, 1903	Jan. 24, 1904	Apr. 18, 1905	Maryland.....	4
5	Apr. 27, 1904	Jan. 3, 1905	Apr. 29, 1905	.....	Jan. 3, 1908	.....	Montana.....	5
6	Sept. 7, 1888	Aug. 28, 1890	Sept. 30, 1890	Dec. 2, 1891	Jan. 1, 1893	Aug. 1, 1893	New York.....	6
7	Apr. 27, 1904	Jan. 3, 1905	Mar. 21, 1905	Oct. 6, 1906	Jan. 3, 1908	.....	North Carolina..	7
8	Mar. 3, 1899	Jan. 10, 1901	Aug. 7, 1901	Aug. 22, 1903	Jan. 10, 1904	Mar. 9, 1905	Pennsylvania...	8
9	June 7, 1900	Jan. 10, 1901	Sept. 30, 1902	July 21, 1904	Jan. 10, 1904	.....	South Dakota..	9
10	July 1, 1902	Feb. 9, 1903	June 20, 1903	Dec. 3, 1904	Aug. 9, 1906	July 17, 1906	Tennessee.....	10
11	July 1, 1902	Feb. 10, 1903	Sept. 23, 1903	Mar. 18, 1905	Aug. 10, 1906	Aug. 7, 1906	Washington....	11
12	Mar. 3, 1899	Jan. 24, 1901	Sept. 16, 1901	Apr. 18, 1903	Jan. 24, 1904	Feb. 23, 1905	West Virginia..	12

BAM—Concluded.

1	Mar. 2, 1889	Jan. 28, 1891	July —, 1891	Feb. 4, 1893	July 28, 1892	Feb. 20, 1896	Katahdin.....	1
---	--------------	---------------	--------------	--------------	---------------	---------------	---------------	---

^b Engines horizontal, triple expansion, twin screw.

^c Subject to possible change.

ARMORED STEEL VESSELS—SINGLE-

Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, normal stores, ammunition, and coal.						
			Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.		
1	Arkansas.....	Newport News S. B. Co., Newport News, Va.	Special service...	<i>Ft. in.</i> 252 0	<i>Ft. in.</i> 50 0	<i>Ft. in.</i> 12 6	<i>Tons.</i> b 3,225	<i>Tons.</i> 25.25	1
2	Florida.....	Lewis Nixon, Elizabethport, N. J.	Special service...	252 0	50 0	12 6	b 3,225	25.25	2
3	Nevada.....	Bath Iron Works, Bath, Me.	Special service...	252 0	50 0	12 8	b 3,225	25.25	3
4	Wyoming.....	Union Iron Works, San Francisco, Cal.	Repairing, navy-yard, Mare Island.	252 0	50 0	12 6	b 3,225	25.25	4

Name.	Batteries.					
	Main.		Secondary.	Torpedo tubes.		
	In turrets.	Broadside.				
1	Arkansas.....	2 12" B. L. R..	4 4" R. F.....	3 6-pdr. S. A., 4 1-pdr. A., 4 1-pdr. R. F., 2 .30 cal. A.	.....	1
2	Florida.....	2 12" B. L. R..	4 4" R. F.....	3 6-pdr. S. A., 4 1-pdr. A., 4 1-pdr. R. F., 2 .30 cal. A.	.....	2
3	Nevada.....	2 12" B. L. R..	4 4" R. F.....	3 6-pdr. S. A., 4 1-pdr. A., 4 1-pdr. R. F., 2 .30 cal. A.	.....	3
4	Wyoming.....	2 12" B. L. R..	4 4" R. F.....	3 6-pdr. S. A., 4 1-pdr. A., 4 1-pdr. R. F., 2 .30 cal. A.	.....	4

Name.	Rig and number of funnels.	Type of boilers. (Engines.) ^c	Complement.		Net tonnage for Suez Canal.	Contract price of hull and machinery.		
			Officers.	Men.				
1	Arkansas.....	{ One military mast..... One funnel.....	{ Thornycroft.	13	209	.....	\$960,000	1
2	Florida.....	{ One military mast..... One funnel.....	{ Mosher.....	13	209	.....	925,000	2
3	Nevada.....	{ One military mast..... One funnel.....	{ Niclausse.....	13	209	.....	962,000	3
4	Wyoming.....	{ One military mast..... One funnel.....	{ Babcock & Wilcox.	13	209	.....	975,000	4

^a Length on designed L. W. L.^b Two-thirds full supply of ammunition and stores.^c All engines vertical triple expansion, twin screw.

TURRET HARBOR-DEFENSE MONITORS.

	Length over all.	Designed full load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	255 1	3,356	12.03	1,739	3,215	344	Arkansas.....	1
2	255 1	3,356	12.40	2,336	3,225	355	Florida.....	2
3	255 1	3,356	13.04	1,970	3,250	338	Nevada.....	3
4	255 1	3,356	11.80	2,359	3,230	381	Wyoming.....	4

Armor.						Protective deck amidships. Total thickness.		Name.
Water-line belt amidships.	Turrets.		Barbettes.		Flat.	Slope.		
	Size.	Thick-ness.	Size.	Thick-ness.				
<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>		
1 Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	Arkansas..... 1
2 Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	Florida..... 2
3 Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	Nevada..... 3
4 Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	Wyoming..... 4

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	May 4, 1898	Oct. 11, 1898	Nov. 14, 1899	Nov. 10, 1900	Mar. 11, 1901	Oct. 28, 1902	Arkansas...	1
2	May 4, 1898	Oct. 11, 1898	Jan. 23, 1899	Nov. 30, 1900	Mar. 11, 1901	June 18, 1903	Florida.....	2
3	May 4, 1898	Oct. 19, 1898	Apr. 17, 1899	Nov. 24, 1900	Mar. 19, 1901	Mar. 5, 1903	Nevada.....	3
4	May 4, 1898	Oct. 5, 1898	Apr. 11, 1899	Sept. 8, 1900	Mar. 5, 1901	Dec. 8, 1902	Wyoming...	4

NOTE.—The *Canonius* was stricken from the Navy List Jan. 5, 1904, and is being prepared for exhibition at the Jamestown Exposition.

ARMORED VESSELS—DOUBLE-

Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, all stores on board. Normal coal supply.					
			Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
1 Amphitrite...	Harlan & Hollingsworth, Wilmington, Del., and navy-yard, Norfolk.	Station ship, Guantanamo.	<i>Ft. in.</i> 259 3	<i>Ft. in.</i> 55 4	<i>Ft. in.</i> 14 6	<i>Tons.</i> 3,990	<i>Tons.</i> 27.67	1
2 Miantonomoh.	John Roach, Chester, Pa., and navy-yard, New York.	Naval Militia, Maryland.	260 3	55 4	14 6	3,990	27.67	2
3 Monadnock...	Continental Iron Works, Vallejo, Cal., and navy-yard, Mare Island.	Asiatic Fleet....	258 6	55 5	14 6	3,990	27.67	3
4 Monterey.....	Union Iron Works, San Francisco, Cal.	Naval Station, Cavite.	256 0	59 0½	14 10	4,084	26.74	4
5 Puritan.....	John Roach, Chester, Pa., and navy-yard, New York.	Naval Militia, Washington, D. C.	290 3	60 1½	18 0	6,060	33.64	5
6 Terror.....	Wm. Cramp & Sons, Philadelphia, Pa., and navy-yard, New York.	Navy-Yard, League Island.	258 8	55 6	14 6	3,990	27.67	6

Name.	Batteries.			
	Main.		Secondary.	Torpedo tubes.
	In turrets.	Broadside.		
1 Amphitrite.....	4 10" B. L. R..	2 4" R. F.....	2 6-pdr. R. F., 2 3-pdr. R. F., 5 1-pdr. R. F., 1 3" F., 1 .30 cal. A., 2 37mm R. C.	1
2 Miantonomoh....	4 10" B. L. R..		2 6-pdr. R. F., 2 3-pdr. R. F., 4 1-pdr. A., 1 .30 cal. A.	
3 Monadnock.....	4 10" B. L. R..	2 4" R. F.....	4 6-pdr. R. F., 4 1-pdr. R. F..	3
4 Monterey.....	{ 2 12" B. L. R.. } { 2 10" B. L. R.. }		{ 6 6-pdr. R. F., 4 1-pdr. R. F., 2 6mm A. }	4
5 Puritan.....	4 12" B. L. R..	6 4" R. F.....	6 6-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. M.	5
6 Terror.....	4 10" B. L. R..	4 4" R. F.....	2 6-pdr. R. F., 2 3-pdr. R. F., 2 1-pdr. R. F., 2 37mm R. C.	6

Name.	Rig and number of funnels.	Type of boilers and engines.	Comple-ment.		Net ton- nage for Suez Canal.	Contract price of hull and machin- ery.	
			Offi- cers.	Men.			
1 Amphitrite.....	{ One military mast..... } { One funnel..... }	Babcock & Wil- cox; inclined compound; twin screw.	23	115	.....	(c)	1
2 Miantonomoh....	{ One military mast..... } { One funnel..... }	Scotch; inclined compound; twin screw.	16	164	.....	(c)	2
3 Monadnock.....	{ One military mast..... } { One funnel..... }	Scotch; horizon- tal triple ex- pansion; twin screw.	14	210	d 988	(c)	3
4 Monterey.....	{ One military mast..... } { One funnel..... }	Babcock & Wil- cox; vertical triple expan- sion; twin screw.	14	210	d 840	\$1,628,950	4
5 Puritan.....	{ One military mast..... } { One funnel..... }	Scotch; horizon- tal compound; twin screw.	22	248	.....	(c)	5
6 Terror.....	{ One military mast..... } { One funnel..... }	Scotch; inclined compound; twin screw.	14	164	.....	(c)	6

^a Length on designed L. W. L.
^b Includes all other auxiliaries.

TURRET MONITORS.

	Length over all.	Designed full load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft.</i> <i>in.</i>	<i>Tons.</i>	<i>Knots</i>		<i>Tons.</i>	<i>Tons.</i>		
1	262 9	.....	10.50	1,600	3,990	271	Amphitrite.....	1
2	263 1	.....	10.50	1,426	3,990	250	Miantonomoh.....	2
3	262 3	.....	12.00	3,000	3,990	386	Monadnock.....	3
4	260 11	.....	13.60	5,104	4,084	206	Monterey.....	4
5	296 3	.....	12.40	3,700	6,060	306	Puritan.....	5
6	26 1	.....	10.50	1,600	3,990	276	Terror.....	6

Armor.						Protective deck amidships. Total thickness.		Name.	
Water-line belt amidships.	Turrets.		Barbettes.		Flat.	Slope.			
	Size.	Thickness.	Size.	Thickness.					
<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>			
1 Top 9, bottom 4, water line 9.	10	7½	10	11½	1½	.....	Amphitrite...	1
2 Top 7, bottom 4, water line 7.	10	11½	.....	.....	1½	.....	Miantonomoh	2
3 Top 9, bottom 5, water line 9.	10	7½	10	11½	1½	.....	Monadnock...	3
4 { Top 13, bottom 5, water line 13.	{ 12	8	12	13	2½	.....	Monterey.....	4
5 { Top 14, bottom 6, water line 14.	{ 10	7½	10	11½					
6 Top 7, bottom 4, water line 7.	12	8	12	14	2	.....	Puritan.....	5
	10	11½	.....	.....	1½	.....	Terror.....	6

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	{ Aug. 3, 1886 Mar. 3, 1887 }	.....	1874	June 7, 1883	.....	{ Apr. 23, 1895 Dec. 1, 1902 }	Amphitrite...	1
2	{ Aug. 3, 1886 Mar. 3, 1887 }	.....	1874	Dec. 5, 1876	.....	Oct. 27, 1891	Miantonomoh	2
3	{ Aug. 3, 1886 Mar. 3, 1887 }	.....	1875	Sept. 19, 1883	.....	Feb. 20, 1896	Monadnock...	3
4	Mar. 3, 1887	June 14, 1889	Dec. 20, 1889	Apr. 28, 1891	June 14, 1892	Feb. 13, 1893	Monterey.....	4
5	{ Aug. 3, 1886 Mar. 3, 1887 }	.....	1875	Dec. 6, 1882	.....	{ Dec. 10, 1896 Aug. 15, 1906 }	Puritan.....	5
6	{ Aug. 3, 1886 Mar. 3, 1887 }	.....	1874	Mar. 24, 1883	.....	{ Apr. 15, 1896 May 1, 1905 }	Terror.....	6

* Appropriation to complete Amphitrite, Miantonomoh, Monadnock, Puritan, and Terror, \$3,178,046.
 † Subject to possible change.

UNARMORED STEEL VESSELS—

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, normal stores, ammunition, and coal.					
				Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	
1	Albany <i>st.</i>	Armstrong, Mitchell & Co., Newcastle-on-Tyne, England. ^b	Repairing, navy-yard, Puget Sound.	346 0	43 9	16 10	c 3,430	23.00	1
2	Atlanta.....	John Roach & Sons, Chester, Pa.	Navy-yard, Norfolk.	277 5	42 2	16 10	3,000	20.00	2
3	Baltimore.....	Wm. Cramp & Sons, Phila., Pa.	Asiatic Fleet...	327 6	48 7½	19 6	d 4,413	25.85	3
4	Boston.....	John Roach & Sons, Chester, Pa.	Pacific Squadron.	277 5	42 2	16 10	3,000	20.00	4
5	Charleston.....	Newport News S. B. Co., Newp't News, Va.	Special service..	424 0	66 0	22 6	f 9,700	44.85	5
6	Chattanooga <i>sg</i>	Crescent Ship Yard, Elizabethport, N. J.	Asiatic Fleet...	292 0	44 0	15 9	f 3,200	22.30	6
7	Chicago <i>h</i>	John Roach & Sons, Chester, Pa.	Pacific Squadron.	325 0	48 2½	19 0	4,500	27.00	7
8	Cincinnati.....	Navy-yard, New York	Asiatic Fleet...	300 0	42 0	18 0	d 3,183	20.00	8
9	Cleveland <i>sg</i>	Bath Iron Works, Bath, Me.	Atlantic Fleet..	292 0	44 0	15 9	f 3,200	22.30	9
10	Columbia.....	Wm. Cramp & Sons, Phila., Pa.	Special service..	411 7	58 2	22 6	d 7,350	36.87	10
11	Denver <i>sg</i>	Neafie & Levy, Philadelphia, Pa.	Atlantic Fleet..	292 0	44 0	15 9	f 3,200	22.30	11
12	Des Moines <i>sg.</i> ..	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet..	292 0	44 0	15 9	f 3,200	22.30	12
13	Galveston <i>sg</i> ...	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet...	292 0	44 0	15 9	f 3,200	22.30	13
14	Milwaukee.....	Union Iron Works, San Francisco, Cal.	Building, 96 % complete.	424 0	66 0	22 6	f 9,700	44.85	14
15	Minneapolis <i>h</i> ..	Wm. Cramp & Sons, Phila., Pa.	Atlantic Fleet..	411 7	58 2	22 6	d 7,350	36.87	15
16	Newark <i>h</i>	Wm. Cramp & Sons, Phila., Pa.	Special service..	311 5	49 2	18 9	d 4,083	25.00	16
17	New Orleans <i>st.</i>	Armstrong, Mitchell & Co., Newcastle-on-Tyne, Eng. ^c	Repairing, navy-yard, Mare Island.	346 0	43 9	16 10	c 3,430	23.00	17
18	Olympia <i>h</i>	Union Iron Works, San Francisco, Cal.	Navy-yard, Norfolk.	340 0	53 0½	21 6	d 5,865	29.35	18
19	Raleigh.....	Navy-yard, Norfolk, Va.	Asiatic Fleet...	300 0	42 0	18 0	d 3,183	20.00	19
20	San Francisco..	Union Iron Works, San Francisco, Cal.	Navy-yard, Norfolk.	310 0	49 2	18 9	d 4,083	25.00	20
21	St. Louis.....	Neafie & Levy, Phila., Pa.	Building, 99 % complete.	424 0	66 0	22 6	f 9,700	44.85	21
22	Tacoma <i>st.</i>	Union Iron Works, San Francisco, Cal.	Atlantic Fleet..	292 0	44 0	15 9	f 3,200	22.30	22

^a Length on designed L. W. L.^b Engines and boilers built by R. and W. Hawthorn, Leslie & Co. (Limited), St. Peter's Works Newcastle-on-Tyne, England.^c One-half full supply of ammunition and stores.^d Full supply of ammunition and stores.^e Includes all other auxiliaries.

PROTECTED CRUISERS.

	Length over all.	Designed full load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	354 4	3,954	20.50	7,400	3,450	750	Albany.....	1
2	288 6	.....	15.60	* 3,500	3,070	575	Atlanta.....	2
3	335 0	5,482	20.10	8,777	4,563	1,075	Baltimore.....	3
4	288 3	.....	15.60	* 4,300	3,025	428	Boston.....	4
5	426 6	10,839	22.04	27,200	9,681	1,700	Charleston.....	5
6	308 11	3,514	16.65	5,303	3,207	675	Chattanooga.....	6
7	342 2	.....	* 18.00	* 9,000	4,546	850	Chicago.....	7
8	305 9	3,339	* 19.00	8,290	.....	575	Cincinnati.....	8
9	308 10	3,514	16.45	4,640	3,202	675	Cleveland.....	9
10	413 1	8,270	22.80	18,269	7,387	1,525	Columbia.....	10
11	308 9	3,514	16.75	6,135	3,200	675	Denver.....	11
12	309 10	3,514	16.65	5,340	3,196	700	Des Moines.....	12
13	308 10	3,514	16.41	5,073	3,255	700	Galveston.....	13
14	426 6	10,839	22.22	24,166	9,700	1,650	Milwaukee.....	14
15	413 1	8,270	23.07	20,544	7,387	1,400	Minneapolis.....	15
16	327 7	4,533	* 19.00	8,727	3,970	800	Newark.....	16
17	354 5	3,954	* 20.00	* 7,500	.....	750	New Orleans.....	17
18	344 1	6,558	21.69	17,080	5,566	1,075	Olympia.....	18
19	305 10	3,339	* 19.00	* 8,500	.....	575	Raleigh.....	19
20	324 6	4,583	19.52	9,761	4,067	625	San Francisco.....	20
21	426 6	10,839	22.13	27,264	9,665	1,650	St. Louis.....	21
22	308 6	3,514	16.58	5,288	3,211	675	Tacoma.....	22

/ Two-thirds full supply of ammunition and stores.

* Estimated

^ Fitted as a flagship.

* Engines and boilers built by Humphreys & Tennant (Limited), London.

(sp) Sheathed with Georgia pine below water line.

(st) Sheathed with teak below water line.

UNARMORED STEEL VESSELS—

	Name.	Batteries.			
		Main.	Secondary.	Torpedo tubes.	
1	Albany.....	10 5" R. F.....	10 3-pdr. S. A., 2 1-pdr. R. F., 1 3" F., 2 .30 cal. A.	.....	1
2	Atlanta.....	{ 2 8" B. L. R....	{ 6 6-pdr. R. F., 4 1-pdr. R. F., 2 .30 cal. A., 1 3" F.	.....	2
3	Baltimore.....	{ 6 6" R. F.....			
3	Baltimore.....	12 6" R. F.....	6 3" R. F., 6 3-pdr. R. F., 4 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	.....	3
4	Boston.....	{ 2 8" B. L. R....	{ 6 6-pdr. R. F., 2 1-pdr. R. F., 2 1-pdr. A., 1 3" F., 2 .30 cal. A.	.....	4
5	Charleston a.....	{ 6 6" R. F.....			
5	Charleston a.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 8 1-pdr. R. F., 2 3" F., 4 .30 cal. A., 2 .30 cal. M.	.....	5
6	Chattanooga.....	10 5" R. F.....	8 6-pdr. S. A., 2 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	.....	6
7	Chicago.....	{ 4 8" B. L. R....	{ 9 6-pdr. R. F., 2 1-pdr. R. F., 1 3" F., 2 .30 cal. A.	.....	7
8	Cincinnati.....	{ 14 5" R. F.....			
8	Cincinnati.....	11 5" R. F.....	8 6-pdr. R. F., 2 1-pdr. R. F., 1 3" F., 2 .30 cal. A.	.....	8
9	Cleveland.....	10 5" R. F.....	8 6-pdr. S. A., 2 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	.....	9
10	Columbia.....	{ 1 8" B. L. R....	{ 12 6-pdr. R. F., 2 1-pdr. R. F., 2 1-pdr. A., 1 3" F., 2 .30 cal. A.	.....	10
11	Denver.....	{ 2 6" R. F.....			
11	Denver.....	{ 8 4" R. F.....	8 6-pdr. S. A., 2 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	.....	11
12	Des Moines.....	10 5" R. F.....	8 6-pdr. S. A., 2 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	.....	12
13	Galveston.....	10 5" R. F.....	8 6-pdr. S. A., 2 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	.....	13
14	Milwaukee a.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 8 1-pdr. R. F., 2 3" F., 4 .30 cal. A., 2 .30 cal. M.	.....	14
15	Minneapolis.....	{ 1 8" B. L. R....	{ 12 6-pdr. R. F., 2 1-pdr. R. F., 1 3" F., 2 .30 cal. A.	.....	15
16	Newark.....	{ 2 6" R. F.....			
16	Newark.....	{ 8 4" R. F.....	6 3" R. F., 6 3-pdr. S. A., 4 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	.....	16
17	New Orleans.....	10 5" R. F.....	10 3-pdr. S. A., 2 1-pdr. R. F., 2 .30 cal. A., 1 3" F.	.....	17
18	Olympia.....	{ 4 8" B. L. R....	{ 14 6-pdr. R. F., 4 1-pdr. R. F., 1 .30 cal. A., 1 .30 cal. M.	.....	18
19	Raleigh.....	{ 10 5" R. F.....			
19	Raleigh.....	11 5" R. F.....	8 6-pdr. R. F., 2 1-pdr. R. F., 1 3" F., 2 .30 cal. A.	.....	19
20	San Francisco.....	12 6" R. F.....	10 6-pdr. R. F., 4 1-pdr. R. F., 2 .30 cal. A.	.....	20
21	St. Louis a.....	14 6" R. F.....	18 3" R. F., 12 3-pdr. S. A., 8 1-pdr. R. F., 2 3" F., 4 .30 cal. A., 2 .30 cal. M.	.....	21
22	Tacoma.....	10 5" R. F.....	8 6-pdr. S. A., 2 1-pdr. R. F., 1 3" F., 4 .30 cal. A.	.....	22

a Thickness of belt armor 4 inches.

PROTECTED CRUISERS—Continued.

	Protective deck amidships; total thickness.		Type of engines and boilers.	Name.	
	Flat.	Slope.			
	Inches.	Inches.			
1	1½	3½	Twin screw vertical triple expansion. Cylindrical....	Albany.....	1
2	1½	1½	Single screw horizontal compound. Scotch; Babcock & Wilcox.	Atlanta.....	2
3	1½	4		Baltimore.....	3
4	1½	1½	Single screw horizontal compound. Scotch.....	Boston.....	4
5	2	3	Twin screw vertical triple expansion. Babcock & Wilcox.	Charleston.....	5
6	1½	2½	Twin screw vertical triple expansion. Babcock & Wilcox.	Chattanooga.....	6
7	1½	1½	Twin screw horizontal triple expansion. Scotch; Babcock & Wilcox.	Chicago.....	7
8	1	2½		Cincinnati.....	8
9	1½	2½	Twin screw vertical triple expansion. Babcock & Wilcox.	Cleveland.....	9
10	2½	4	Triple screw vertical triple expansion. Scotch.....	Columbia.....	10
11	1½	2½	Twin screw vertical triple expansion. Babcock & Wilcox.	Denver.....	11
12	1½	2½	Twin screw vertical triple expansion. Babcock & Wilcox.	Des Moines.....	12
13	1½	2½	Twin screw vertical triple expansion. Babcock & Wilcox.	Galveston.....	13
14	2	3	Twin screw vertical triple expansion. Babcock & Wilcox.	Milwaukee.....	14
15	2½	4	Triple screw vertical triple expansion. Scotch.....	Minneapolis.....	15
16	2	3	Twin screw horizontal triple expansion. Scotch.....	Newark.....	16
17	1½	3½	Twin screw vertical triple expansion. Cylindrical....	New Orleans.....	17
18	2	4½	Twin screw vertical triple expansion. Scotch.....	Olympia.....	18
19	1	2½	Twin screw vertical triple expansion. Babcock & Wilcox.	Raleigh.....	19
20	2	3	Twin screw horizontal triple expansion. Scotch.....	San Francisco....	20
21	2	3	Twin screw vertical triple expansion. Babcock & Wilcox.	St. Louis.....	21
22	1½	2½	Twin screw vertical triple expansion. Babcock & Wilcox.	Tacoma.....	22

• 8" guns mounted in turrets. Turret 3½", barbette 4½" thick.

UNARMORED STEEL VESSELS—

	Name.	Rig and number of funnels.	Comple- ment.		Net ton- nage for Suez Canal.	Contract price of hull and machinery.	
			Offi- cers.	Men.			
1	Albany.....	Two military masts.....	19	329	a 1,121		1
		Two funnels.....					
2	Atlanta.....	Two-masted schooner.....	19	285	a 1,295	\$617,000	2
		Two funnels.....					
3	Baltimore.....	Two-masted schooner.....	30	360	a 1,706	1,325,000	3
		Two funnels.....					
4	Boston.....	Two-masted schooner.....	22	251	a 1,280	619,000	4
		Two funnels.....					
5	Charleston.....	Two military masts.....	36	731		2,740,000	5
		Four funnels.....					
6	Chattanooga.....	Two-masted schooner.....	19	321		1,039,966	6
		Two funnels.....					
7	Chicago.....	Two-masted schooner.....	32	449	a 1,560	889,000	7
		Two funnels.....					
8	Cincinnati.....	One pole mast.....	20	302	a 934	a 1,100,000	8
		Two funnels.....					
9	Cleveland.....	Two-masted schooner.....	19	320		1,041,650	9
		Two funnels.....					
10	Columbia.....	Two-masted schooner.....	28	410	2,536	2,725,000	10
		Four funnels.....					
11	Denver.....	Two-masted schooner.....	19	320	1,566	1,080,000	11
		Two funnels.....					
12	Des Moines.....	Two-masted schooner.....	19	320		1,065,000	12
		Two funnels.....					
13	Galveston.....	Two-masted schooner.....	19	321		1,027,000	13
		Two funnels.....					
14	Milwaukee.....	Two military masts.....	36	627	a 3,401	2,825,000	14
		Four funnels.....					
15	Minneapolis.....	Two-masted schooner.....	33	410	2,537	2,690,000	15
		Two funnels.....					
16	Newark.....	Two-masted schooner.....	35	360	a 1,488	1,248,000	16
		Two funnels.....					
17	New Orleans.....	Two military masts.....	19	329	a 1,130		17
		Two funnels.....					
18	Olympia.....	Two-masted schooner.....	30	428	a 1,896	1,796,000	18
		Two funnels.....					
19	Raleigh.....	Two-masted schooner.....	20	302	a 934	a 1,100,000	19
		Two funnels.....					
20	San Francisco.....	Two military masts.....	19	323	a 1,266	1,428,000	20
		Two funnels.....					
21	St. Louis.....	Two military masts.....	36	627		2,740,000	21
		Four funnels.....					
22	Tacoma.....	Two-masted schooner.....	19	320	1,554	1,041,900	22
		Two funnels.....					

a Subject to possible change.

PROTECTED CRUISERS—Concluded.

	Date of act authorizing the build- ing.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	.....	.....	.....	Jan. 14, 1899	(b)	May 29, 1900	Albany.....	1
2	Mar. 3, 1883	July 23, 1883	Nov. 8, 1883	Oct. 9, 1884	Jan. 23, 1885	{ July 19, 1886 May 8, 1905 }	Atlanta.....	2
3	Aug. 3, 1886	Dec. 17, 1886	May 5, 1887	Oct. 6, 1888	June 17, 1888	{ Jan. 7, 1890 May 6, 1903 }	Baltimore.....	3
4	Mar. 3, 1883	July 23, 1883	Nov. 15, 1883	Dec. 4, 1884	Jan. 23, 1885	{ May 2, 1887 Aug. 11, 1902 }	Boston.....	4
5	June 7, 1900	Mar. 30, 1901	Jan. 30, 1902	Jan. 23, 1904	Mar. 30, 1904	Oct. 17, 1905	Charleston.....	5
6	Mar. 3, 1899	Dec. 14, 1899	Mar. 29, 1900	Mar. 7, 1903	June 14, 1902	Oct. 11, 1904	Chattanooga..	6
7	Mar. 3, 1883	July 26, 1883	Dec. 29, 1883	Dec. 5, 1885	Jan. 26, 1885	{ Apr. 17, 1889 Aug. 11, 1904 }	Chicago.....	7
8	Sept. 7, 1888	.....	Jan. —, 1890	Nov. 10, 1892	.....	{ June 16, 1894 Dec. 2, 1901 }	Cincinnati.....	8
9	Mar. 3, 1899	Dec. 14, 1899	June 1, 1900	Sept. 28, 1901	June 14, 1902	Nov. 2, 1903	Cleveland.....	9
10	June 30, 1900	Nov. 19, 1890	Dec. 30, 1890	July 26, 1892	May 19, 1893	{ Apr. 23, 1894 Nov. 9, 1903 }	Columbia.....	10
11	Mar. 3, 1899	Dec. 14, 1899	June 28, 1900	June 21, 1902	June 14, 1902	May 17, 1904	Denver.....	11
12	Mar. 3, 1899	Dec. 14, 1899	Aug. 28, 1900	Sept. 20, 1902	June 14, 1902	Mar. 5, 1904	Des Moines....	12
13	Mar. 3, 1899	Dec. 14, 1899	Jan. 19, 1901	July 23, 1903	June 14, 1902	Feb. 15, 1905	Galveston.....	13
14	June 7, 1900	Apr. 17, 1901	July 30, 1902	Sept. 10, 1904	Apr. 17, 1904	.....	Milwaukee.....	14
15	Mar. 2, 1891	Aug. 31, 1891	Dec. 16, 1891	Aug. 12, 1893	Aug. 31, 1893	{ Dec. 13, 1894 Oct. 5, 1903 }	Minneapolis...	15
16	Mar. 3, 1885	Oct. 27, 1887	June 12, 1888	Mar. 19, 1890	Oct. 27, 1889	{ Feb. 2, 1891 May 3, 1906 }	Newark.....	16
17	.....	.....	.....	Dec. 4, 1896	(b)	Mar. 18, 1898	New Orleans..	17
18	Sept. 7, 1888	July 10, 1890	June 17, 1891	Nov. 5, 1892	Apr. 1, 1893	{ Feb. 5, 1895 Jan. 25, 1902 }	Olympia.....	18
19	Sept. 7, 1888	.....	Dec., —, 1889	Mar. 31, 1892	.....	{ Apr. 17, 1894 Jan. 5, 1903 }	Raleigh.....	19
20	Mar. 3, 1887	Oct. 26, 1887	Aug. 14, 1888	Oct. 26, 1889	Oct. 26, 1889	Nov. 15, 1890	San Francisco.	20
21	June 7, 1900	Mar. 11, 1901	July 31, 1902	May 6, 1905	Mar. 11, 1904	Aug. 18, 1906	St. Louis.....	21
22	Mar. 3, 1899	Dec. 14, 1899	Sept. 27, 1900	June 2, 1903	June 14, 1902	Jan. 30, 1904	Tacoma.....	22

b Date of purchase, Mar. 16, 1898.

c Limit of cost.

UNARMORED STEEL VESSELS—

Name.	By whom and where built or building.	Condition or service, June 30, 1906.	Ship as designed, fully equipped, ready for sea, full stores and ammunition; normal coal.					
			Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
1 Detroit.....	Columbian Iron Works, Baltimore, Md.	Navy-yard, Boston.	<i>Ft. in.</i> 257 0	<i>Ft. in.</i> 37 0	<i>Ft. in.</i> 14 6	<i>Tons.</i> 2,072	15.75	1
2 Marblehead...	City Point Works, Boston, Mass.	Pacific Squadron	257 0	37 0	14 6	2,072	15.75	2
3 Montgomery ^b	Columbian Iron Works, Baltimore, Md.	Repairing, navy-yard League Island.	257 0	37 0	14 6	2,072	15.75	3

^a Length on designed L. W. L.

UNARMORED STEEL VESSELS—

Name.	Batteries.			
	Main.	Secondary.	Torpedo tubes.	
1 Detroit.....	10 5" R. F.....	6 6-pdr. R. F., 2 1-pdr. R. F., 1 3" F., 2 .30 cal. A.		1
2 Marblehead...	10 5" R. F.....	6 6-pdr. R. F., 2 1-pdr. R. F., 1 3" F., 2 .30 cal. A.		2
3 Montgomery ..		4 6-pdr. R. F.....	1 21" submerged..... 1 18" submerged..... 2 18" above water..... 1 14" above water ^a 1 35 cm. above water ^b	3

^a Howell.

^b Schwartzkoff.

UNARMORED STEEL VESSELS—

Name.	Rig and number of funnels.	Complement.		Net tonnage for Suez Canal.	Contract price of hull and machinery.	
		Officers.	Men.			
1 Detroit.....	{Two-masted schooner..... Two funnels.....	12	238	^a 587	\$612,500	1
2 Marblehead...	{Two-masted schooner..... Two funnels.....	13	282	^a 626	674,000	2
3 Montgomery ..	{Two-masted schooner..... Two funnels.....	20	262	^a 587	612,500	3

^a Subject to possible change.

UNPROTECTED CRUISERS.

	Length over all.	Designed full-load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	269 6	2,212	18.71	5,207	2,065	368	Detroit.....	1
2	269 6	2,212	18.44	4,937	2,054	346	Marblehead.....	2
3	269 6	2,212	19.06	5,543	2,080	280	Montgomery.....	3

b Fitted as a torpedo practice ship.

UNPROTECTED CRUISERS.

	Water-tight deck.		Type of engines and boilers.		Name.	
	Flat.	Slope.				
	<i>Inch.</i>	<i>Inch.</i>				
1	$\frac{1}{8}$	$\frac{7}{16}$	Twin screw vertical triple expansion.	Scotch.....	Detroit.....	1
2	$\frac{1}{8}$	$\frac{7}{16}$	Twin screw vertical triple expansion.	Scotch.....	Marblehead...	2
3	$\frac{1}{8}$	$\frac{7}{16}$	Twin screw vertical triple expansion.	Scotch.....	Montgomery .	3

UNPROTECTED CRUISERS.

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	Sept. 7, 1888	Nov. 2, 1889	Feb., 1890	Oct. 28, 1891	May 2, 1892	July 20, 1893	Detroit.....	1
2	Sept. 7, 1888	Nov. 11, 1889	Oct., 1890	Aug. 11, 1892	May 11, 1892	{ Apr. 2, 1894 Nov. 10, 1902 }	Marblehead.....	2
3	Sept. 7, 1888	Nov. 2, 1889	Feb., 1890	Dec. 5, 1891	May 2, 1892	June 21, 1894	Montgomery.....	3

UNARMORED STEEL VESSELS—

Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped, ready for sea, normal stores, ammunition, and coal.					
			Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
1 Birmingham.	Fore River S. B. Co., Quincy, Mass.	Building. 38 % complete.	<i>Ft. in.</i> 40 0	<i>Ft. in.</i> 47 1	<i>Ft. in.</i> 16 9	<i>Tons.</i> 3,750	<i>Tons.</i> 31.00	1
2 Chester.....	Bath Iron Works, Bath, Me.	Building. 37 % complete.	420 0	47 1	16 9	3,750	31.00	2
3 Salem.....	Fore River S. B. Co., Quincy, Mass.	Building. 39 % complete.	420 0	47 1	16 9	3,750	31.00	3

^a Length on designed L. W. L.
^b 40 tons Supplies and Accounts, two-thirds full supply other stores and ammunition.

UNARMORED STEEL VESSELS—

Name.	Batteries.			
	Main.	Secondary.	Torpedo tubes.	
1 Birmingham..	{ 25" R. F. 63" R. F. ....	.....	2 21" submerged.....	1
2 Chester.....	{ 25" R. F. 63" R. F. ....	.....	2 21" submerged.....	2
3 Salem.....	{ 25" R. F. 63" R. F. ....	.....	2 21" submerged.....	3

UNARMORED STEEL VESSELS—

Name.	Rig and number of funnels.	Comple-ment.		Net ton- nage for Suez Canal.	Contract price of hull and machinery.	
		Offi- cers.	Men.			
1 Birmingham...	{ Four funnels..... Two masts.....	16	340	.....	\$1,556,000	1
2 Chester.....	{ Four funnels..... Two masts.....	16	340	.....	1,698,000	1
3 Salem.....	{ Four funnels..... Two masts.....	16	340	.....	1,556,000	3

SCOUT CRUISERS.

	Length over all.	Designed full-load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	423 1	4,687	c 24.00	c 16,000	c 3,750	c 1,250	Birmingham.....	1
2	423 1	4,687	c 24.00	c 16,000	c 3,750	c 1,250	Chester.....	2
3	423 1	4,687	c 24.00	c 16,000	c 3,750	c 1,250	Salem.....	3

c Estimated.

SCOUT CRUISERS.

Water-tight deck.		Type of engines and boilers.	Name.	
Flat.	Slope.			
<i>Inches.</i>	<i>Inches.</i>			
1	Twin screw vertical triple expansion. Express type....	Birmingham.....	1
2	Four-screw turbines, Parsons type. Normand type....	Chester.....	2
3	Twin-screw turbines, Curtis type. Fore River type....	Salem.....	3

SCOUT CRUISERS.

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	Apr. 27, 1904	May 17, 1905	Aug. 14, 1905	.....	Nov. 17, 1907	.....	Birmingham.....	1
2	Apr. 27, 1904	May 4, 1905	Sept. 25, 1905	.....	May 4, 1908	.....	Chester.....	2
3	Apr. 27, 1904	May 17, 1905	Aug. 28, 1905	.....	Mar. 17, 1908	.....	Salem.....	3

UNARMORED STEEL

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped, ready for sea, normal stores, ammunition, and coal.					
				Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
1	Bennington.....	N. F. Palmer & Co., Chester, Pa.	Repairing, navy-yard, Mare Island.	<i>Ft. in.</i> 230 0	<i>Ft. in.</i> 36 0	<i>Ft. in.</i> 14 0	<i>Tons.</i> ^b 1,710	<i>Tons.</i> 13.79	1
2	Castine.....	Bath Iron Works, Bath, Me.	Repairing, navy-yard, Portsmouth, N. H.	204 0	32 1½	12 0	^b 1,177	10.78	2
3	Concord.....	N. F. Palmer & Co., Chester, Pa.	Asiatic Fleet.....	230 0	36 0	14 0	^b 1,710	13.79	3
4	Don Juan de Austria, ^{cd}	Cartagena, Spain...	Atlantic Fleet....	210 0	32 0	12 6	1,130	11.65	4
5	Isla de Cuba c...	W. G. Armstrong, Newcastle-on-Tyne, England.	Repairing, navy-yard, Portsmouth, N. H.	192 10	30 1½	11 6	1,030	9.73	5
6	Isla de Luzon c..	W. G. Armstrong, Newcastle-on-Tyne, England.	Repairing, navy-yard, Pensacola, Fla.	192 10	30 1½	11 6	1,030	9.73	6
7	Machias.....	Bath Iron Works, Bath, Me.	Repairing, navy-yard, Pensacola, Fla.	204 0	32 1½	12 0	^b 1,177	10.78	7
8	Petrel.....	Columbian Iron Works, Baltimore, Md.	Repairing, navy-yard, Mare Island.	181 4	31 0	11 6	890	9.26	8
9	Yorktown.....	Wm. Cramp & Sons Philadelphia, Pa.	Repairing, navy-yard, Mare Island.	230 0	36 0	14 0	^b 1,710	13.75	9
10	Gunboat No. 16.	.....	Contract not awarded.	.....	.....	.....	.....	.....	10

^a Length on designed L. W. L.
^b Full supply ammunition and stores, normal coal.

NOTE.—The Bancroft was transferred to the Treasury Department June 30, 1906, and name stricken from the navy list.

VESSELS—GUNBOATS.

	Length over all.	Designed full-load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	244 5	1,910	17.50	3,380	1,708	346	Bennington.....	1
2	212 4	1,293	16.03	2,180	1,060	210	Castine.....	2
3	244 5	1,910	16.80	3,359	1,725	354	Concord.....	3
4	215 5	.....	12.20	941	1,015	204	Don Juan de Austria.....	4
5	196 9	.....	13.08	844	950	159	Isla de Cuba.....	5
6	196 9	.....	11.23	516	1,020	159	Isla de Luzon.....	6
7	212 4	1,293	15.46	1,848	1,067	261	Machias.....	7
8	188 0	.....	11.40	1,008	867	193	Patrel.....	8
9	244 5	1,910	16.14	3,341	1,720	381	Yorktown.....	9
10	.....	.....	.....	.....	.....	.....	Gunboat No. 16.....	10

* Captured during war with Spain.

* Iron.

* Molded.

UNARMORED STEEL VESSELS—

	Name.	Batteries.			
		Main.	Secondary.	Torpedo tubes.	
1	Bennington.....	6 6" R. F.....	4 6-pdr. R. F., 4 1-pdr. R. F., 2 .30 cal. M..		1
2	Castine.....	8 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 1 .30 cal. A..		2
3	Concord.....	6 6" R. F.....	4 3-pdr. S. A., 2 1-pdr. R. F., 2 .30 cal. A..		3
4	Don Juan de Aus- tria.....	6 3" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. A..		4
5	Isla de Cuba.....	6 3" R. F.....	4 6-pdr. R. F., 4 .30 cal. A.....		5
6	Isla de Luzon.....	4 4" R. F.....	4 6-pdr. R. F., 4 .30 cal. A.....		6
7	Machias.....	8 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. A..		7
8	Petrel.....	4 6" R. F.....	2 3-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. A..		8
9	Yorktown.....	6 6" R. F.....	4 3-pdr. R. F., 4 1-pdr. R. F., 2 Colts.....		9
10	Gunboat No. 16.....				10

	Name.	Rig and number of funnels.	Comple- ment.		Net ton- nage for Suez Ca- nal. ^b	Contract price of hull and machinery.	
			Offi- cers.	Men.			
1	Bennington.....	{Two-masted schooner..... One funnel.....	11	176	481	\$490,000	1
2	Castine.....	{Two-masted schooner..... One funnel.....	10	140	398	318,500	2
3	Concord.....	{Two-masted schooner..... One funnel.....	10	177	481	490,000	3
4	Don Juan de Austria.....	{Two-masted schooner..... One funnel.....	7	139	366	c 180,000	4
5	Isla de Cuba.....	{Two-masted schooner..... Two funnels.....	8	136	314	c 215,000	5
6	Isla de Luzon.....	{Two-masted schooner..... Two funnels.....	10	137	314	c 215,000	6
7	Machias.....	{Two-masted schooner..... One funnel.....	9	148	398	318,500	7
8	Petrel.....	{Three-masted schooner..... One funnel.....	8	130	360	247,000	8
9	Yorktown.....	{Two-masted schooner..... One funnel.....	14	177	482	455,000	9
10	Gunboat No. 16.....						10

^a Protective deck.

^b Subject to possible change.

GUNBOATS—Concluded.

Water-tight deck.		Type of engines and boilers.	Name.	
Fiat.	Slope.			
Inches.	Inches.			
1	$\frac{1}{2}$	Twin screw horizontal triple expansion. Cylindrical.	Bennington.....	1
2	$\frac{1}{2}$	Twin screw vertical triple expansion. Gunboat.	Castine.....	2
3	$\frac{1}{2}$	Twin screw horizontal triple expansion. Cylindrical.	Concord.....	3
4		Single screw horizontal compound. Gunboat..	Don Juan de Austria.....	4
5	$\frac{1}{2}$	Twin screw horizontal triple expansion. Cylindrical.	Isla de Cuba.....	5
6	$\frac{1}{2}$	Twin screw horizontal triple expansion. Cylindrical.	Isla de Luzon.....	6
7	$\frac{1}{2}$	Twin screw vertical triple expansion. Gunboat.	Machias.....	7
8	$\frac{1}{2}$	Single screw horizontal compound. Cylindrical.	Petrel.....	8
9	$\frac{1}{2}$	Twin screw horizontal triple expansion. Cylindrical.	Yorktown.....	9
10			Gunboat No. 16.....	10

Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1 Mar. 3, 1887	Nov. 15, 1887	June, 1888	June 3, 1890	May 15, 1889	June 20, 1891	Bennington....	1
2 Mar. 2, 1889	Apr. 12, 1890	Feb., 1891	May 11, 1892	Apr. 12, 1892	{ Oct. 22, 1894 Nov. 12, 1903 }	Castine.....	2
3 Mar. 3, 1887	Nov. 15, 1887	May, 1888	Mar. 8, 1890	May 15, 1889	{ Feb. 14, 1891 Sept. 16, 1905 }	Concord.....	3
4			1887		{ Apr. 11, 1900 Dec. 11, 1905 }	Don Juan de Austria.	4
5			1886	Dec., 1886	Apr. 11 1900	Isla de Cuba...	5
6			1887	Dec., 1886	Jan. 31, 1900	Isla de Luzon .	6
7 Mar. 2, 1889	Apr. 12, 1890	Feb., 1891	Dec. 8, 1891	Apr. 12, 1892	July 20, 1893	Machias.....	7
8 Mar. 3, 1885	Dec. 22, 1886	Aug. 27, 1887	Oct. 13, 1888	Dec. 22, 1887	{ Dec. 10, 1889 Oct. 19, 1903 }	Petrel.....	8
9 Mar. 3, 1885	Jan. 31, 1887	May 14, 1887	Apr. 28, 1888	Jan. 31, 1888	{ Apr. 23, 1889 Oct. 1, 1906 }	Yorktown.....	9
10 May 4, 1896						Gunboat No. 16	10

* Estimated value.

UNARMORED STEEL VESSELS—

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, full stores and ammunition, normal coal.					
				Length between perpendiculars. ^a	Breadth on load-water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	
1	Helena ^b	Newport News S.B.Co., Newport News, Va.	Naval station, Cavite.	250 9	39 8	9 0	1,392	17. 10	1
2	Nashville.....	Newport News S.B.Co., Newport News, Va.	Special service....	220 0	38 1½	11 0	1,371	13. 16	2
3	Wilmington ^b ..	Newport News S.B.Co., Newport News, Va.	Asiatic Fleet.....	250 9	39 8	9 0	1,392	17. 10	3

^a Length on designed L. W. L.

^b One-inch plate on side.

UNARMORED STEEL VESSELS—

	Name.	Batteries.			
		Main.	Secondary.	Torpedo tubes.	
1	Helena.....	8 4" R. F.....	46-pdr. R. F., 4 1-pdr. R. F., 26mm A.....	.....	1
2	Nashville.....	8 4" R. F.....	46-pdr. R. F., 2 1-pdr. R. F., 26mm A.....	.....	2
3	Wilmington....	8 4" R. F.....	46-pdr. R. F., 4 1-pdr. R. F., 46mm A.....	.....	3

UNARMORED STEEL VESSELS—

	Name.	Rig and number of funnels.	Comple-ment.		Net ton-nage for Suez Canal.	Contract price of hull and machinery.	
			Off-icers.	Men.			
1	Helena	{ One military mast..... One funnel.....	10	176	4 921	\$280,000	1
2	Nashville.....	{ Two-masted schooner..... Two funnels.....	11	171	4 756	280,000	2
3	Wilmington....	{ One military mast..... One funnel.....	10	176	4 921	280,000	3

^a Subject to possible change.

LIGHT-DRAFT GUNBOATS.

	Length over all.	Designed full-load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cu. ft. to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	251 10	1,571	15.50	1,959	1,340	300	Helena.....	1
2	233 8	1,620	16.30	2,524	1,379	363	Nashville.....	2
3	251 10	1,571	15.08	1,868	1,330	300	Wilmington.....	3

c Extreme breadth, 40' 1½".

LIGHT-DRAFT GUNBOATS.

Water-tight deck.		Type of engines and boilers.	Name.	
Flat.	Slope.			
<i>Inches.</i>	<i>Inches.</i>			
1		Twin screw vertical triple expansion. Hohenstein.....	Helena.....	1
2	½	Twin screw vertical quadruple expansion. Scotch and Yarrow.	Nashville.....	2
3		Twin screw vertical triple expansion. Hohenstein.....	Wilmington....	3

LIGHT-DRAFT GUNBOATS.

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	Mar. 3, 1893	Jan. 29, 1894	Oct. 11, 1894	Jan. 30, 1896	Jan. 29, 1896	{ July 8, 1897 July 16, 1906 }	Helena.....	1
2	Mar. 3, 1893	Jan. 22, 1894	Aug. 9, 1894	Oct. 19, 1895	Jan. 22, 1896	{ Aug. 19, 1897 Aug. 8, 1905 }	Nashville.....	2
3	Mar. 3, 1893	Jan. 29, 1894	Oct. 8, 1894	Oct. 19, 1895	Jan. 29, 1896	{ May 13, 1897 Apr. 2, 1906 }	Wilmington....	3

UNARMORED COMPOSITE

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea normal stores, ammunition, and coal.					
				Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
1	Annapolis.....	Lewis Nixon, Elizabethport, N. J.	Repairing, navy-yard, Mare Island.	<i>Ft. in.</i> 168 0	<i>Ft. in.</i> 36 0	<i>Ft. in.</i> 12 0	<i>Tons.</i> 1,010	10.72	1
2	Dubuque.....	Gas Engine and Power Co. and Chas. L. Seabury & Co., (Consolidated), Morris Heights, N. Y.	Atlantic Fleet....	174 0	35 0	12 3	1,085	10.66	2
3	Marietta.....	Union Iron Works, San Francisco, Cal.	Atlantic Fleet....	174 0	34 0	12 0	990	10.10	3
4	Newport.....	Bath Iron Works, Bath, Me.	Atlantic Fleet....	168 0	36 0	12 0	1,010	10.72	4
5	Paducah.....	Gas Engine and Power Co. and Chas. L. Seabury & Co., (Consolidated), Morris Heights, N. Y.	Atlantic Fleet....	174 0	35 0	12 3	1,085	10.66	5
6	Princeton.....	J. H. Dialogue & Son, Camden, N. J.	Pacific Squadron.	168 0	36 0	12 0	1,010	10.72	6
7	Vicksburg.....	Bath Iron Works, Bath, Me.	Repairing, navy-yard, Mare Island.	168 0	36 0	12 0	1,010	10.72	7
8	Wheeling.....	Union Iron Works, San Francisco, Cal	Repairing, navy-yard, Puget Sound.	174 0	34 0	12 0	990	10.10	8

TRAINING SHIP—NAVAL

1	Severn ^d	Bath Iron Works, Bath, Me.	Cadet practice ship, Naval Academy.	175 0	37 0	16 6	1,175	10.86	1
---	---------------------------	----------------------------	-------------------------------------	-------	------	------	-------	-------	---

TRAINING SHIPS—

1	Cumberland...	Navy-yard, Boston.....	Building, 95 per cent complete.	176 5	45 8	16 5	1,800	14.16	1
2	Intrepid.....	Navy-yard, Mare Island.	Building, 97 per cent complete.	176 5	45 8	16 5	1,800	14.16	2

TRAINING BRIGANTINE—

1	Boxer.....	Navy-yard, Portsmouth, N. H.	Training station, Newport.	108 0	29 9	9 2	346	5.47	1
---	------------	------------------------------	----------------------------	-------	------	-----	-----	------	---

^a Length on designed L. W. L.
^b Full supply ammunition and stores, normal coal.
^c Two-thirds full supply of ammunition and stores.
^d Formerly Chesapeake. Name changed June 15, 1905.

VESSELS— GUNBOATS.

	Length over all.	Designed full-load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cu. ft. to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	203 6	1,153	13.17	1,223	951	230	Annapolis.....	1
2	200 5	1,237	12.90	1,193	1,084	246	Dubuque.....	2
3	189 7	1,106	13.02	1,036	990	229	Marietta.....	3
4	204 5	1,153	12.29	998	990	224	Newport.....	4
5	200 5	1,237	12.85	1,247	1,084	246	Paducah.....	5
6	204 5	1,153	10.64	835	1,038	226	Princeton.....	6
7	204 5	1,153	12.71	1,111	990	243	Vicksburg.....	7
8	189 7	1,106	12.88	1,063	1,000	230	Wheeling.....	8

ACADEMY—SHEATHED.

1	224 3					43	Severn.....	1
---	-------	--	--	--	--	----	-------------	---

STEEL.

1	211 7	1,910				/ 100	Cumberland.....	1
2	211 7	1,910				/ 100	Intrepid.....	2

WOOD.

1	125 4						Boxer.....	1
---	-------	--	--	--	--	--	------------	---

c Full supply ammunition, stores, and coal.
f Estimated.
e Full supply of stores.

UNARMORED COMPOSITE

	Name.	Batteries.			
		Main.	Secondary.	Torpedo tubes.	
1	Annapolis.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 6 mm. A.....		1
2	Dubuque.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. A.....		2
3	Marietta.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 1 .30 cal. A.....		3
4	Newport.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 1 .30 cal. A.....		4
5	Paducah.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. A.....		5
6	Princeton.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. A.....		6
7	Vicksburg.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 6 mm. A.....		7
8	Wheeling.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 1 .30 cal. A.....		8

TRAINING SHIP—NAVAL

1	Severn.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. A., 2 6 mm. A.....		1
---	-------------	----------------	---	--	---

TRAINING SHIPS—

1	Cumberland.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. A.....		1
2	Intrepid.....	6 4" R. F.....	4 6-pdr. R. F., 2 1-pdr. R. F., 2 .30 cal. A.....		2

TRAINING BRIGANTINE—

1	Boxer.....				1
---	------------	--	--	--	---

UNARMORED COMPOSITE VESSELS—

	Name.	Rig and number of funnels.	Comple- ment.		Net ton- nage for Suez Canal.	Contract price of hull and machinery.	
			Offi- cers.	Men.			
1	Annapolis.....	Barkentine..... One funnel.....	11	148	a 560	\$227,700	1
2	Dubuque.....	Two-masted schooner..... Two funnels.....	9	154	568	295,000	2
3	Marietta.....	Two-masted schooner..... One funnel.....	9	150	a 532	223,000	3
4	Newport.....	Barkentine..... One funnel.....	11	149	a 560	229,400	4
5	Paducah.....	Two-masted schooner..... Two funnels.....	9	154	568	355,000	5
6	Princeton.....	Barkentine..... One funnel.....	11	149	a 560	230,000	6
7	Vicksburg.....	Barkentine..... One funnel.....	11	149	a 560	229,400	7
8	Wheeling.....	Two-masted schooner..... One funnel.....	9	138	a 532	219,000	8

TRAINING SHIP—NAVAL

1	Severn.....	Ship.....		256	a 865	\$112,600	1
---	-------------	-----------	--	-----	-------	-----------	---

TRAINING SHIPS—

1	Cumberland.....	Bark.....	16	320	1,409	b c \$410,000	1
2	Intrepid.....	Bark.....	16	320		b c 410,000	2

TRAINING BRIGANTINE—

1	Boxer.....	Brigantine.....	4	60		b \$50,000	1
---	------------	-----------------	---	----	--	------------	---

a Subject to possible change.

b Limit of cost.

VESSELS—GUNBOATS—Continued.

Water-tight deck.		Type of engines and boilers.	Name.	
Flat.	Slope.			
Inches.	Inches.			
1		Single-screw vertical triple expansion. Babcock & Wilcox.	Annapolis.....	1
2		Twin-screw vertical triple expansion. Babcock & Wilcox.	Dubuque.....	2
3		Twin-screw vertical triple expansion. Babcock & Wilcox.	Marietta.....	3
4		Single-screw vertical triple expansion. Scotch.....	Newport.....	4
5		Twin-screw vertical triple expansion. Babcock & Wilcox.	Paducah.....	5
6		Single-screw vertical triple expansion. Scotch.....	Princeton.....	6
7		Single-screw vertical triple expansion. Scotch.....	Vicksburg.....	7
8		Twin-screw vertical triple expansion. Scotch.....	Wheeling.....	8

ACADEMY—SHEATHED—Continued.

1		Sail power.....	Severn.....	1
---	--	-----------------	-------------	---

STEEL—Continued.

1		Sail power.....	Cumberland....	1
2		Sail power.....	Intrepid.....	2

WOOD—Continued.

1		Sail power.....	Boxer.....	1
---	--	-----------------	------------	---

GUNBOATS—Concluded.

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	Mar. 2, 1895	Nov. 20, 1895	Apr. , 1896	Dec. 23, 1896	Feb. 20, 1897	July 20, 1897	Annapolis.....	1
2	July 1, 1902	May 29, 1903	Sept. 22, 1903	Aug. 15, 1904	Nov. 29, 1904	June 3, 1905	Dubuque.....	2
3	Mar. 2, 1895	Nov. 26, 1895	Apr. 13, 1896	Mar. 18, 1897	Feb. 26, 1897	(Sept. 1, 1897 May 14, 1906)	Marietta.....	3
4	Mar. 2, 1895	Nov. 15, 1895	Mar. , 1896	Dec. 5, 1896	Feb. 15, 1897	(Oct. 5, 1897 May 18, 1903)	Newport.....	4
5	July 1, 1902	July 6, 1903	Sept. 22, 1903	Oct. 11, 1904	Mar. 6, 1905	Sept. 2, 1905	Paducah.....	5
6	Mar. 2, 1895	Nov. 20, 1895	May. 1896	June 3, 1897	Feb. 20, 1897	(May 27, 1898 May 12, 1905)	Princeton.....	6
7	Mar. 2, 1895	Nov. 15, 1895	Mar., 1896	Dec. 5, 1896	Feb. 15, 1897	Oct. 23, 1897	Vicksburg.....	7
8	Mar. 2, 1895	Nov. 26, 1895	Apr. 11, 1896	Mar. 18, 1897	Feb. 26, 1897	(Aug. 10, 1897 Feb. 26, 1902)	Wheeling.....	8

ACADEMY—SHEATHED—Concluded.

1	(Mar. 3, 1897 July 19, 1897)	Mar. 16, 1898	Aug. 2, 1898	June 20, 1899	June 16, 1899	(Dec. 3, 1899 June 4, 1906)	Severn.....	1
---	---------------------------------	---------------	--------------	---------------	---------------	--------------------------------	-------------	---

STEEL—Concluded.

1	Mar. 3, 1903		Jan. 21, 1904	Aug. 17, 1904			Cumberland....	1
2	Mar. 3, 1903		Jan. 2, 1904	Oct. 8, 1904			Intrepid.....	2

WOOD—Concluded.

1	Mar. 3, 1903		Jan. 15, 1904	Oct. 11, 1904		May 11, 1905	Boxer.....	1
---	--------------	--	---------------	---------------	--	--------------	------------	---

* Act of Congress approved June 29, 1906.

UNARMORED STEEL VESSELS—

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, full stores, ammunition, and coal.					
				Length between perpendiculars. ^a	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
1	Dolphin ^b	John Roach & Sons, Chester, Pa.	Special service....	<i>Ft. in.</i> 240 0	<i>Ft. in.</i> 32 0	<i>Ft. in.</i> 14 3	<i>Tons.</i> 1,486	<i>Tons.</i> 13.31	1
2	Vesuvius ^c	Pneumatic Dynamite Gun Co., at Wm. Cramp & Sons, Philadelphia, Pa.	Torpedo station..	252 4	26 6½	10 7	930	10.65	2

UNARMORED STEEL VESSELS—

	Name.	Batteries.			
		Main.	Secondary.	Torpedo tubes.	
1	Dolphin.....	2 4" R. F.....	3 6-pdr. R. F., 4 3-pdr. R. F., 2 .30-cal. A ..		1
2	Vesuvius.....		1 3-pdr. R. F.....	<div>1 18" submerged ..</div> <div>1 21" submerged ..</div> <div>2 18" above water.</div> <div>1 21" above water.</div>	2

UNARMORED STEEL VESSELS—

	Name.	Rig and number of funnels.	Comple-ment.		Net tonnage for Suez Canal.	Contract price of hull and machinery	
			Offi-cers.	Men.			
1	Dolphin.....	{Three-masted schooner.....	7	129	d 447	\$315,000	1
2	Vesuvius.....	{One funnel.....	4	47	.....	350,000	2

^a Length on designed L. W. L.
^b Dispatch boat.

SPECIAL CLASS.

	Length over all.	Designed full load displacement.	Speed on trial.	I. H. P. of propelling machinery and its auxiliaries on trial.	Displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>		
1	256 6	.....	15.50	2,253	1,413	265	Dolphin.....	1
2	252 4	.....	21.42	3,795	793	132	Vesuvius.....	2

SPECIAL CLASS.

Water-tight deck.		Type of engines and boilers.	Name.	
Flat.	Slope.			
<i>Inches.</i>	<i>Inches.</i>			
1	Single screw vertical compound. Cylindrical.....	Dolphin.....	1
2	Twin screw vertical triple expansion. Marine locomotive.	Vesuvius.....	2

SPECIAL CLASS.

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	Mar. 3,1883	July 23,1883	Oct. 11,1883	Apr. 12,1884	July 23,1884	{Dec. 8,1885 Mar.24,1898	Dolphin.....	1
2	Aug. 3,1886	Feb. 11,1887	Sept., 1887	Apr. 28,1888	Feb. 11,1888	{June 7,1890 June 20,1905	Vesuvius.....	2

c Torpedo cruiser for use as a torpedo training vessel.
d Subject to possible change.

UNARMORED VESSELS—

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship fully equipped ready for sea, full stores, ammunition, and coal.					
				Length on load water line.	Extreme breadth.	Mean draft.	Displacement.	Tons per inch immersion at normal draft.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	
1	Alvarado ^a ...	Clydebank Engineering and Shipbuilding Co.	Navy-yard, Norfolk.	110 0	15 5	5 4	100	2.70	1
2	Arayat ^b	Manila Slip Co., Cavite, P. I.	Asiatic Fleet.....	115 3	17 10	6 6	243	3.80	2
3	Calamianes ^b .	Navy-yard, Cavite, P. I.	Naval station, Cavite.	100 0	17 6	5 9	173	3.20	3
4	Callao ^b	Manila Slip Co., Cavite, P. I.	Asiatic Fleet.....	115 3	17 10	5 5	243	3.80	4
5	Elcano ^b	Carraca, Spain.....	Asiatic Fleet.....	157 11	26 0	10 0	620	7.50	5
6	Leyte ^b	Navy-yard, Cavite, P. I.	Naval station, Cavite.	100 0	17 5	5 9	173	3.20	6
7	Mariveles ^b ..	Hongkong and Whampoa Dock Co.	Naval station, Cavite.	99 9	16 6	5 0	170	3.10	7
8	Mindoro ^b ...	Hongkong and Whampoa Dock Co.	Loaned to Army..	99 9	16 6	6 0	170	3.10	8
9	Pampanga ^b ..	Manila Slip Co., Cavite, P. I.	Asiatic Fleet.....	115 3	17 10	5 5	243	3.80	9
10	Panay ^b	Navy-yard, Cavite, P. I.	Naval station, Cavite.	92 8	18 2	5 3	162	3.00	10
11	Paragua ^b ...	Manila Slip Co., Cavite, P. I.	Asiatic Fleet.....	115 3	17 10	6 6	243	3.80	11
12	Quiros ^d	Hongkong and Whampoa Dock Co.	Asiatic Fleet.....	^c 137 0	^c 22 9	^c 7 9	^c 350	.....	12
13	Samar ^b	Manila Slip Co., Cavite, P. I.	Naval station, Cavite.	115 3	17 10	6 5	243	3.80	13
14	Sandoval ^a ...	Clydebank Engineering and Shipbuilding Co.	Navy-yard, Norfolk.	110 0	15 6	5 4	100	2.70	14
15	Villalobos ^d ..	Hongkong and Whampoa Dock Co.	Asiatic Fleet.....	^c 148 0	^c 23 0	^c 7 6	^c 370	^c 5.10	15

^a Steel.^b Iron.^c Estimated.

GUNBOATS UNDER 500 TONS.

	Length over all.	Speed. ^c	Maximum I. H. P.	Bunker capacity (43 cubic feet to the ton).	Type of engines and boilers.	Name.	
	<i>Ft. in.</i>	<i>Knots.</i>		<i>Tons.</i>			
1	116 10	.....	.....	16	Single screw vertical compound. Scotch.....	Alvarado.....	1
2	121 0	10	• 250	33	Twin screw vertical compound. Scotch.....	Arayat.....	2
3	106 9	8	• 125	25	Twin screw vertical compound. Scotch.....	Calamianes...	3
4	121 0	10	• 250	33	Twin screw vertical compound. Scotch.....	Callao.....	4
5	.....	11	600	94	Twin screw vertical compound. Scotch.....	Elcano.....	5
6	106 9	8	• 120	25	Twin screw vertical compound. Scotch.....	Leyte.....	6
7	106 0	7	125	30	Twin screw inclined compound. Scotch.....	Mariveles.....	7
8	106 0	7	125	30	Twin screw inclined compound. Scotch.....	Mindoro.....	8
9	121 0	10	• 250	33	Twin screw vertical compound. Scotch.....	Pampanga....	9
10	.....	8	125	20	Twin screw vertical compound. Scotch.....	Panay.....	10
11	121 0	10	• 250	33	Twin screw vertical compound. Scotch.....	Paragua.....	11
12	145 0	11	• 450	78	Single screw vertical triple expansion. Scotch	Quiros.....	12
13	121 0	10	• 250	33	Twin screw vertical compound. Scotch.....	Samar.....	13
14	116 10	.....	.....	16	Single screw vertical compound. Scotch.....	Sandoval....	14
15	156 2	11	• 450	65	Single screw vertical triple expansion. Scotch.	Villalobos....	15

^c Composite.

• Designed.

UNARMORED VESSELS—

	Name.	Batteries.			Water-tight deck.		Rig and number of funnels.	
		Main.	Secondary.	Torpedo tubes.	Flat.	Slope.		
1	Alvarado.....		2 3-pdr. R. F. 2 Colts.				{ Two-masted schooner... One funnel.....	1
2	Arayat.....		1 6-pdr. R. F. 3 3-pdr. R. F. 2 1-pdr. R. F.				{ Two-masted schooner... One funnel.....	2
3	Calamianes.....		2 6 mm. A. 1 3-pdr. R. F. 2 1-pdr. R. F. 2 Colts.				{ Two-masted schooner... One funnel.....	3
4	Callao.....		1 6-pdr. R. F. 3 3-pdr. R. F. 2 1-pdr. R. F. 2 6 mm. A.				{ Two-masted schooner... One funnel.....	4
5	Elcano.....	4 4" R. F.	4 6-pdr. R. F. 2 30 cal. A. 1 3" F.				Schooner.....	5
6	Leyte.....		1 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts.				{ Two-masted schooner... One funnel.....	6
7	Mariveles.....		1 3-pdr. R. F. 2 1-pdr. R. F. 2 Colts.				{ Two-masted schooner... One funnel.....	7
8	Mindoro.....		1 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts.				{ Two-masted schooner... One funnel.....	8
9	Pampanga.....		1 6-pdr. R. F. 3 3-pdr. R. F. 2 1-pdr. R. F. 2 6 mm. A.				{ Two-masted schooner... One funnel.....	9
10	Panay.....		1 6-pdr. R. F. 2 1-pdr. R. F. 1 Colt. 1 Gatling.				Signal mast.....	10
11	Paragua.....		1 6-pdr. R. F. 3 3-pdr. R. F. 2 1-pdr. R. F. 2 30 cal. A.				{ Two-masted schooner... One funnel.....	11
12	Quiros.....		2 6-pdr. R. F. 2 3-pdr. R. F. 2 1-pdr. R. F. 2 30 cal. A.				Schooner.....	12
13	Samar.....		1 6-pdr. R. F. 3 3-pdr. R. F. 2 1-pdr. R. F. 2 6 mm. A.				{ Two-masted schooner... One funnel.....	13
14	Sandoval.....		2 3-pdr. R. F. 2 Colts.				{ Two-masted schooner... One funnel.....	14
15	Villalobos.....		2 6-pdr. R. F. 2 3-pdr. R. F. 2 1-pdr. R. F. 2 30 cal. A.				{ Schooner..... One funnel.....	15

^a Captured during war with Spain.

^b Raised in Pasig River, October, 1899.

^c Transferred to the Navy from the Army Nov. 9, 1899, at a cost of \$315,000, Mexican.

^d Captured in Manila Bay, June, 1898.

GUNBOATS UNDER 500 TONS—Concluded.

	Comple- ment.		Net ton- nage for Suez Ca- nal.	Pur- chase price.	Keel laid.	Launched.	Date of comple- tion.	Date of first and latest commission.	Name.	
	Officers.	Men.								
1	.....	21	.....	(a)	.....	.....	.....	{Aug. 4, 1898 Sept. 20, 1900}	Alvarado.....	1
2	2	29	.....	(b)	Mar., 1887	Apr., 1888	1888	{Aug. 10, 1900 Mar. 27, 1905}	Arayat.....	2
3	2	23	.....	(c)	1887	.....	1888	June 11, 1899	Calamianes.....	3
4	2	29	.....	(d)	Mar., 1887	June, 1888	1888	{July 31, 1898 Dec. 20, 1902}	Callao.....	4
5	6	95	.....	(e)	.....	1885	.....	Nov. 20, 1902	Elcano.....	5
6	2	20	.....	(e)	1886	.....	1887	Mar. 22, 1900	Leyte.....	6
7	2	20	.....	(e)	1886	.....	.....	June 17, 1899	Mariveles.....	7
8	2	20	.....	(e)	1886	.....	.....	{June 11, 1899 Aug. 19, 1904}	Mindoro.....	8
9	2	29	.....	(e)	Mar., 1887	Feb., 1888	1888	{June 8, 1899 Jan. 30, 1904}	Pampanga.....	9
10	2	20	.....	(e)	1884	.....	1885	June 2, 1899	Panay.....	10
11	2	29	.....	(e)	Mar., 1887	Jan., 1888	1888	{May 26, 1899 Feb. 13, 1904}	Paragua.....	11
12	3	54	.....	(f)	June, 1894	1895	Apr., 1895	{Mar. 14, 1900 Sept. 22, 1904}	Quitos.....	12
13	2	29	.....	(e)	Mar., 1887	Nov., 1887	1888	May 26, 1899	Samar.....	13
14	.....	23	.....	(a)	.....	.....	.....	{Sept. 2, 1898 Sept. 20, 1900}	Sandoval.....	14
15	3	54	.....	(f)	Sept., 1895	1896	July, 1896	{Mar. 5, 1900 Jan. 21, 1903}	Villalobos.....	15

^a Captured at Manila, P. I., July 1, 1898.

^f Transferred to the Navy from the Army Feb. 21, 1900, together with the General Alava, at a cost of \$215,000 Mexican.

UNARMORED STEEL VESSELS—

Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship as designed, fully equipped ready for sea, normal stores, ammunition, and coal.					
			Length between perpendiculars. ^a	Breadth on load-water line.	Mean hull draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	
1 Bainbridge....	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet.....	245 0	23 1	6 6	420	9.40	1
2 Barry.....	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet.....	245 0	23 1	6 6	420	9.40	2
3 Chauncey....	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet.....	245 0	23 1	6 6	420	9.40	3
4 Dale.....	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet.....	245 0	23 1	6 6	420	9.40	4
5 Decatur.....	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet.....	245 0	23 1	6 6	420	9.40	5
6 Hopkins.....	Harlan & Hollingsworth Co., Wilmington, Del.	Atlantic Fleet....	238 9	23 1½	6 0	408	9.50	6
7 Hull.....	Harlan & Hollingsworth Co., Wilmington, Del.	Navy-yard, League Island.	238 9	23 1½	6 0	408	9.50	7
8 Lawrence.....	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet....	242 3	22 2½	6 2	400	8.56	8
9 Macdonough..	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet....	242 3	22 2½	6 2	400	8.56	9
10 Paul Jones....	Union Iron Works, San Francisco, Cal.	Pacific Squadron.	245 0	23 1	6 6	420	9.40	10
11 Perry.....	Union Iron Works, San Francisco, Cal.	Navy-yard, Mare Island.	245 0	23 1	6 6	420	9.40	11
12 Preble.....	Union Iron Works, San Francisco, Cal.	Pacific Squadron.	245 0	23 1	6 6	420	9.40	12
13 Stewart.....	Gas Engine and Power Co. and Chas. L. Seabury & Co., Consolidated, Morris Heights, N. Y.	Navy-yard, Norfolk.	245 0	23 1	6 6	420	9.40	13
14 Truxtun.....	Maryland Steel Co., Sparrows Point, Md.	Atlantic Fleet....	248 0	22 3½	6 0	433	9.56	14
15 Whipple.....	Maryland Steel Co., Sparrows Point, Md.	Atlantic Fleet....	248 0	22 3½	6 0	433	9.56	15
16 Worden.....	Maryland Steel Co., Sparrows Point, Md.	Atlantic Fleet....	248 0	22 3½	6 0	433	9.56	16
17 Number 17....		Design being prepared.						17
18 Number 18....		Design being prepared.						18
19 Number 19....		Design being prepared.						19

^a Length on designed L. W. L.^b All engines vertical triple expansion, twin screw.

TORPEDO-BOAT DESTROYERS.

	Length over all.	Designed full-load displacement. ^c	Type of boilers (engines). ^b	Highest speed on trial.	I. H. P. on trial.	Mean displacement on trial.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton). ^c	Increase in capacity due to stowing to underside of beams.	Name.	
	<i>Ft. in.</i>	<i>Tons.</i>		<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		
1	250 0	592	Thornycroft.....	28.45	^d 8,000	452	169	12	Bainbridge	1
2	250 0	592	Thornycroft.....	28.13	^d 8,000	462	169	12	Barry.....	2
3	250 0	592	Thornycroft.....	28.64	^d 8,000	460	169	12	Chauncey.....	3
4	250 0	592	Thornycroft.....	28.00	^d 8,000	457	174	12	Dale.....	4
5	250 0	592	Thornycroft.....	28.10	^d 8,000	450	174	12	Decatur.....	5
6	248 8	568	Thornycroft.....	29.02	8,456	467	154	11	Hopkins.....	6
7	248 8	568	Thornycroft.....	28.04	9,119	449	154	11	Hull.....	7
8	246 3	.....	Fore River.....	28.41	^d 8,400	412	108	8	Lawrence.....	8
9	246 3	.....	Fore River.....	28.03	^d 8,400	405	108	8	Macdonough....	9
10	250 2	592	Thornycroft.....	28.91	8,000	475	168	11	Paul Jones.....	10
11	250 2	592	Thornycroft.....	28.32	7,950	476	168	11	Perry.....	11
12	250 2	592	Thornycroft.....	28.03	7,370	475	168	11	Preble.....	12
13	250 6	592	Seabury.....	29.69	^d 8,000	439	172	12	Stewart.....	13
14	259 6	.....	Thornycroft.....	29.58	^d 8,300	486	166	11	Truxtun.....	14
15	259 6	.....	Thornycroft.....	28.24	^d 8,300	481	166	11	Whipple.....	15
16	259 6	.....	Thornycroft.....	29.86	^d 8,300	476	166	11	Worden.....	16
17	.....	.....	.....	.....	.....	.....	.....	.....	Number 17.....	17
18	.....	.....	.....	.....	.....	.....	.....	.....	Number 18.....	18
19	.....	.....	.....	.....	.....	.....	.....	.....	Number 19.....	19

^c Does not include reserve coal.
^d Estimated.

UNARMORED STEEL VESSELS—

	Name.	Batteries.		Rig and number of funnels.	Complement.		Net tonnage for Suez Canal.	Contract price of hull and machinery.	
		Torpedo tubes.	Guns.		Officers.	Men.			
1	Bainbridge....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72	229	\$283,000	1
2	Barry.....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72	229	283,000	2
3	Chauncey....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72	229	283,000	3
4	Dale.....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72	229	260,000	4
5	Decatur.....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72	229	260,000	5
6	Hopkins.....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72		291,000	6
7	Hull.....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72		291,000	7
8	Lawrence....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72		281,000	8
9	Macdonough..	2 18", long...	7 6-pdr. S. A.	Signal pole Four funnels..	3	72		281,000	9
10	Paul Jones....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72	a 229	285,000	10
11	Perry.....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72	a 229	285,000	11
12	Preble.....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72	a 229	285,000	12
13	Stewart.....	2 18", long...	2 3" R. F. 5 6-pdr. S. A.	Signal pole Four funnels..	3	72		282,000	13
14	Truxtun.....	2 18", long...	2 3" R. F. 6 6-pdr. S. A.	Signal pole Four funnels..	3	72		286,000	14
15	Whipple.....	2 18", long...	2 3" R. F. 6 6-pdr. S. A.	Signal pole Four funnels..	3	72		286,000	15
16	Worden.....	2 18", long...	2 3" R. F. 6 6-pdr. S. A.	Signal pole Four funnels..	3	72		286,000	16
17	Number 17....							b 750,000	17
18	Number 18....							b 750,000	18
19	Number 19....							b 750,000	19

a Subject to possible change.

TORPEDO-BOAT DESTROYERS—Concluded.

	Date of act authorizing the building.		Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.		Name.	
1	May 4, 1898	Oct. 1, 1898	Aug. 15, 1899	Aug. 27, 1901	Apr. 1, 1900	Nov. 24, 1902	Bainbridge....		1	
2	May 4, 1898	Oct. 1, 1898	Sept. 2, 1899	Mar. 22, 1902	Apr. 1, 1900	Nov. 24, 1902	Barry.....		2	
3	May 4, 1898	Oct. 1, 1898	Dec. 2, 1899	Oct. 26, 1901	Apr. 1, 1900	Nov. 20, 1902	Chauncey.....		3	
4	May 4, 1898	Nov. 16, 1898	July 12, 1899	July 24, 1900	May 16, 1900	Oct. 24, 1902	Dale.....		4	
5	May 4, 1898	Nov. 16, 1898	July 26, 1899	Sept. 26, 1900	May 16, 1900	May 19, 1902	Decatur.....		5	
6	May 4, 1898	Oct. 19, 1898	Feb. 2, 1899	Apr. 24, 1902	Apr. 19, 1900	Sept. 23, 1903	Hopkins.....		6	
7	May 4, 1898	Oct. 19, 1898	Feb. 22, 1899	June 21, 1902	Apr. 19, 1900	{May 20, 1903 Nov. 14, 1906}	Hull.....		7	
8	May 4, 1898	Sept. 20, 1898	Apr. 10, 1899	Nov. 7, 1900	Apr. 3, 1900	Apr. 14, 1903	Lawrence.....		8	
9	May 4, 1898	Sept. 20, 1898	Apr. 21, 1899	Dec. 24, 1900	May 3, 1900	Sept. 5, 1903	Macdonough...		9	
10	May 4, 1898	Oct. 5, 1898	Apr. 20, 1899	June 14, 1902	Apr. 5, 1900	{July 19, 1902 Dec. 14, 1903}	Paul Jones		10	
11	May 4, 1898	Oct. 5, 1898	Apr. 19, 1899	Oct. 27, 1900	Apr. 5, 1900	Sept. 4, 1902	Perry.....		11	
12	May 4, 1898	Oct. 5, 1898	Apr. 21, 1899	Mar. 2, 1901	Apr. 5, 1900	{June 21, 1902 Dec. 14, 1903}	Preble.....		12	
13	May 4, 1898	Sept. 30, 1898	Jan. 24, 1900	May 10, 1902	Feb. 28, 1900	Dec. 17, 1902	Stewart.....		13	
14	May 4, 1898	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Sept. 11, 1902	Truxtun.....		14	
15	May 4, 1898	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	{Oct. 21, 1902 July 16, 1906}	Whipple.....		15	
16	May 4, 1898	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Dec. 31, 1902	Worden.....		16	
17	June 29, 1906						Number 17.....		17	
18	June 29, 1906						Number 18.....		18	
19	June 29, 1906						Number 19.....		19	

* Limit of cost.

UNARMORED STEEL

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Full-load displacement.	
				Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		
				<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Tons.</i>	<i>Tons.</i>	
1	Bagley.....	Bath Iron Works, Bath, Me.	Reserve torpedo flotilla. ^a	157 11	17 7½	4 11	175	211	1
2	Bailey.....	Gas Engine and Power Co., and Chas. L. Seabury & Co., Consolidated, Morris Heights, N. Y.	Reserve torpedo flotilla. ^a	205 0	19 3	6 10	280	379	2
3	Barney.....	Bath Iron Works, Bath, Me.	Reserve torpedo flotilla. ^a	157 0	17 7½	4 11	175	211	3
4	Biddle.....	Bath Iron Works, Bath, Me.	Reserve torpedo flotilla. ^a	157 0	17 7½	4 11	175	211	4
5	Blakely.....	Lawley & Sons, South Boston, Mass.	Atlantic fleet.....	175 1	17 9	5 11	196	262	5
6	Cushing.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo flotilla. ^a	138 9	14 3	4 10	105	142	6
7	Dahlgren.....	Bath Iron Works, Bath, Me.	Torpedo station..	147 0	16 4½	4 7	146	.....	7
8	Davis.....	Wolff & Zwicker, Portland, Oreg.	Navy-yard, Mare Island.	146 0	15 4	5 10	154	155	8
9	De Long.....	Lawley & Sons, South Boston, Mass.	Atlantic fleet.....	175 1	17 9	5 11	196	262	9
10	Dupont.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo flotilla. ^a	175 0	17 8½	4 8	165	.....	10
11	Eriessson.....	Iowa Iron Works, Dubuque, Iowa.	Reserve torpedo flotilla. ^a	149 7	15 11	4 9	120	170	11
12	Farragut.....	Union Iron Works, San Francisco, Cal.	Navy-yard, Mare Island.	213 6	20 8	6 0	279	340	12
13	Foote.....	Columbian Iron Works, Balt., Md.	Reserve torpedo flotilla. ^a	160 0	16 1	5 0	142	180	13
14	Fox.....	Wolff & Zwicker, Portland, Oreg.	Navy-yard, Mare Island.	146 0	15 4	5 10	154	155	14
15	Goldsborough.	Wolff & Zwicker, Portland, Oreg.	Navy-yard, Puget Sound.	198 0	20 7	6 10	255	.....	15
16	Gwin.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo flotilla. ^a	99 6	12 6	3 3	46	56	16
17	Mackenzie.....	The Chas. Hillman Co., Phila., Pa.	Reserve torpedo flotilla. ^a	99 3	12 9	4 3	65	75	17
18	Manly.....	Yarrow.....	Navy-yard, Norfolk.	60 8	9 5	2 11	.....	.....	18
19	McKee.....	Columbian Iron Works, Balt., Md.	Torpedo station..	99 3	12 9	4 3	65	.....	19
20	Morris.....	Herreshoff Mfg. Co., Bristol, R. I.	Torpedo station..	138 3	15 6	4 1	105	124	20
21	Nicholson.....	Lewis Nixon, Elizabethport, N. J.	Reserve torpedo flotilla. ^a	175 0	17 0	6 5	218	263	21
22	O'Brien.....	Lewis Nixon, Elizabethport, N. J.	Reserve torpedo flotilla. ^a	175 0	17 0	6 6	220	264	22
23	Porter.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo flotilla. ^a	175 0	17 8½	4 8	165	.....	23
24	Rodgers.....	Columbian Iron Works, Balt., Md.	Atlantic Fleet....	160 0	16 1	5 0	142	180	24
25	Rowan.....	Moran Brothers Co., Seattle, Wash.	Navy-yard, Puget Sound.	170 0	17 0	5 11	210	.....	25
26	Shubrick.....	Win. R. Trigg Co., Richmond, Va.	Reserve torpedo flotilla. ^a	175 0	17 6	5 2	200	269	26

^a Navy-yard Norfolk.

^b Estimated.

VESSELS—TORPEDO BOATS.

	Tonnage.		Type of engines and boilers.	Highest speed on trial.	Indicated horsepower on trial.	Mean displacement on trial.	Tons per inch immersion at normal draft.	Bunker capacity at 43 cubic feet per ton.	
	Gross.	Net for Suez Canal.							
	Tons.	Tons.		Knots.		Tons.		Tons.	
1	151	68	Twin screw vertical triple expansion; Normand.	29.15	b 4,200	167	4.4	42	1
2	d 314		Twin screw vertical triple expansion; Seabury.	30.20	b 5,600	280	7.05	99	2
3	151	68	Twin screw vertical triple expansion; Normand.	29.04	b 4,200	167	4.4	42	3
4	151	68	Twin screw vertical triple expansion; Normand.	28.57	b 4,200	168	4.4	42	4
5	d 224		Twin screw vertical triple expansion; Thornycroft.	25.58	b 3,000	192	5.30	72	5
6	d 98		Twin screw vertical quadruple expansion; Thornycroft.	22.50	1,720	103	3.10	36	6
7	d 121		Twin screw vertical triple expansion; Normand.	30.00	b 4,200		4.08	b 32	7
8	d 121		Twin screw vertical triple expansion; Thornycroft.	23.41	b 1,750		3.68	40	8
9	d 224		Twin screw vertical triple expansion; Thornycroft.	25.52	b 3,000	192	5.30	72	9
10	d 196		Twin screw vertical triple expansion; Normand.	28.58			4.52	76	10
11	d 115		Twin screw vertical quadruple expansion; Thornycroft.	24.00	b 1,800		3.56	36	11
12	d 355	d 160	Twin screw vertical triple expansion; Thornycroft.	30.13	b 5,878	236	7.2	95	12
13	d 142		Twin screw vertical triple expansion; Mosher.	24.53	b 2,000		4.07	44	13
14	d 121		Twin screw vertical triple expansion; Thornycroft.	23.13	b 1,750		3.68	40	14
15	d 293		Twin screw vertical triple expansion; Thornycroft.	27.40	b 6,000	250	6.33	80	15
16	d 54		Single screw vertical triple expansion; Normand.	20.88	b 850	46	1.87	9	16
17	d 55		Single screw vertical triple expansion; Thornycroft.	20.11	b 850			b 15	17
18			Single screw.						18
19	d 55		Single screw vertical triple expansion; Thornycroft.	19.82	b 850	78	2.1		19
20	d 119		Twin screw vertical triple expansion; Normand.	24.00	b 1,750	98		26	20
21	d 213		Twin screw vertical triple expansion; Mosher.	25.74		232	5.2	57	21
22	d 213		Twin screw vertical triple expansion; Mosher.	25.00			5.2	57	22
23	d 196		Twin screw vertical triple expansion; Normand.	28.63			4.52	76	23
24	d 142		Twin screw vertical triple expansion; Mosher.	24.49	2,295	143	4.07	44	24
25	d 174		Twin screw vertical quadruple expansion; Mosher.	27.07	b 3,200		4.65	63	25
26	231	104	Twin screw vertical triple expansion; Thornycroft.	26.07	3,375	180	5.40	82	26

c Purchased during war with Spain.

d Subject to possible change.

UNARMORED STEEL VESSELS—

	Name.	By whom and where built or building.	Condition or service June 30, 1906.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Full-load displacement.	
				Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	
27	Somers ^a . . .	Schichau Works, Elbing, Germany.	Reserve torpedo flotilla. ^b	149 4	17 6	5 10	150	.....	27
28	Stockton.....	Wm. R. Trigg Co., Richmond, Va.	Atlantic fleet.....	175 0	17 6	5 2	200	269	28
29	Stringham....	Harlan & Hollingsworth Co., Wilmington, Del.	Special service....	225 0	22 0	6 6	340	401	29
30	Talbot.....	Herreshoff Mfg. Co., Bristol, R. I.	Naval Academy..	99 6	12 6	3 3	46	58	30
31	T.A.M.Craven.	Bath Iron Works, Bath, Me.	Torpedo station..	147 0	16 4½	4 7	146	.....	31
32	Thornton.....	Wm. R. Trigg Co., Richmond, Va.	Reserve torpedo flotilla. ^b	175 0	17 6	5 2	200	269	32
33	Tingey.....	Columbian Iron Works, Balt., Md.	Reserve torpedo flotilla. ^b	175 0	17 6	4 8	165	.....	33
34	Wilkes.....	Gas engine and Power Co., and Chas. L. Seabury & Co., Consolidated, Morris Heights, N. Y.	Atlantic fleet.....	175 0	17 7½	4 8	165	261	34
35	Winslow.....	Columbian Iron Works, Balt., Md.	Reserve torpedo flotilla. ^b	160 0	16 1	5 0	142	180	35

WOOD TOR

1	Stiletto.....	Herreshoff Mfg. Co., Bristol, R. I.	Torpedo station..	88 6	11 0	3 0	31	1
---	---------------	-------------------------------------	-------------------	------	------	-----	----	-------	---

^a Purchased.

^b Navy-yard, Norfolk.

TORPEDO BOATS—Continued.

Tonnage.		Type of engines and boilers.	Highest speed on trial.	Indicated horsepower on trial.	Mean displacement on trial.	Tons per inch immersion at normal draft.	Bunker capacity at 43 cubic feet per ton.	
Gross.	Net for Suez Canal.							
Tons.	Tons.		Knots.		Tons.		Tons.	
27	.....	Single screw vertical quadruple expansion; Locomotive.	17.5	1,900	147	3.75	37	27
28	231	104 Twin screw vertical triple expansion; Thornycroft.	25.79	3,275	197	5.40	79	28
29	402	..... Twin screw vertical triple expansion; Thornycroft.	25.33	7,200	378	8.25	95	29
30	54	..... Single screw vertical triple expansion; Normand.	21.15	850	46	1.87	8	30
31	121	..... Twin screw vertical triple expansion; Normand.	30.00	4,200	.....	4.08	32	31
32	231	104 Twin screw vertical triple expansion; Thornycroft.	24.88	3,000	193	5.40	85	32
33	229	103 Twin screw vertical triple expansion; Thornycroft.	24.94	3,000	190	5.40	73	33
34	225	..... Twin screw vertical triple expansion; Seabury.	25.99	3,495	205	5.62	66	34
35	142	..... Twin screw vertical triple expansion; Mosher..	24.82	2,000	137	4.07	44	35

PEDO BOAT.

1	Single screw vertical; Almy water tube.....	18.22	350	4	1
---	-------	-------	---	-------	-----	-------	-------	---	---

c Subject to possible change.

d Estimated.

UNARMORED STEEL VESSELS—

	Name.	Batteries.		Complement.		
		Torpedo tubes.	Guns.	Off- cers.	Men.	
1	Bagley.....	3 18" Whitehead. Long.....	3 1-pdr. R. F.....	2	26	1
2	Bailey.....	2 18" Whitehead.....	4 6-pdr. R. F.....	3	26	2
3	Barney.....	3 18" Whitehead. Long.....	3 1-pdr. R. F.....	2	26	3
4	Biddle.....	3 18" Whitehead. Long.....	3 1-pdr. R. F.....	2	26	4
5	Blakely.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	30	5
6	Cushing.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	20	6
7	Dahlgren.....	2 18" Whitehead. Long.....	4 1-pdr. R. F.....	2	26	7
8	Davis.....	3 18" Whitehead. Long.....	3 1-pdr. R. F.....	2	26	8
9	De Long.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	26	9
10	Dupont.....	3 18" Whitehead.....	4 1-pdr. R. F.....	2	30	10
11	Ericsson.....	3 18" Whitehead.....	4 1-pdr. R. F.....	2	20	11
12	Farragut.....	2 18" Whitehead.....	4 6-pdr. R. F.....	2	56	12
13	Foote.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	26	13
14	Fox.....	3 18" Whitehead. Long.....	3 1-pdr. R. F.....	2	26	14
15	Goldsborough....	2 18" Whitehead. Long.....	4 6-pdr. R. F.....	3	56	15
16	Gwin.....	2 18" Whitehead.....	1 1-pdr. R. F.....	2	13	16
17	Mackenzie.....	2 18" Whitehead.....	1 1-pdr. R. F.....	2	13	17
18	Manly ^a.....	.....	.....		10	18
19	McKee.....	2 18" Whitehead.....	2 1-pdr. R. F.....		13	19
20	Morris.....	3 18" Whitehead. Long.....	4 1-pdr. R. F.....	2	20	20
21	Nicholson.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	29	21
22	O'Brien.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	29	22
23	Porter.....	3 18" Whitehead.....	4 1-pdr. R. F.....	2	30	23
24	Rodgers.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	24	24
25	Rowan.....	3 18" Whitehead.....	4 1-pdr. R. F.....	2	30	25
26	Shubrick.....	3 18" Whitehead. Long.....	3 1-pdr. R. F.....	2	26	26
27	Somers ^a	{ 2 18" Whitehead..... 1 submerged bow.....	4 1-pdr. R. F.....		24	27
28	Stockton.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	26	28
29	Stringham.....	2 18" Whitehead. Long.....	4 6-pdr. R. F.....	3	65	29
30	Talbot.....	2 18" Whitehead.....	1 1-pdr. R. F.....	2	13	30
31	T. A. M. Craven..	2 18" Whitehead. Long.....	4 1-pdr. R. F.....	2	24	31
32	Thornton.....	3 18" Whitehead. Long.....	3 1-pdr. R. F.....	2	26	32
33	Tingey.....	3 18" Whitehead. Long.....	3 1-pdr. R. F.....	2	26	33
34	Wilkes.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	26	34
35	Winslow.....	3 18" Whitehead.....	3 1-pdr. R. F.....	2	26	35

^a Purchased during war with Spain.

TORPEDO BOATS—Concluded.

	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	
1	\$161,000	May 4, 1898	Oct. 19, 1898	Jan. 4, 1900	Sept. 25, 1900	Oct. 19, 1899	Oct. 18, 1901	1
2	210,000	Mar. 3, 1897	July 28, 1897	Apr. 30, 1898	Dec. 5, 1899	Jan. 28, 1899	June 10, 1901 Jan. 27, 1904	2
3	161,000	May 4, 1898	Oct. 19, 1898	Jan. 3, 1900	July 28, 1900	Oct. 19, 1899	Oct. 21, 1901	3
4	161,000	May 4, 1898	Oct. 19, 1898	Feb. 21, 1900	May 18, 1901	Oct. 19, 1899	Oct. 26, 1901	4
5	159,400	May 4, 1898	Sept. 27, 1898	Jan. 12, 1899	Nov. 22, 1900	Sept. 27, 1899	Dec. 27, 1904	5
6	82,750	Aug. 3, 1886	Mar. 1, 1888	Apr., 1888	Jan. 23, 1890	June 1, 1889	Apr. 22, 1890 Oct. 29, 1901	6
7	194,000	June 10, 1896	Oct. 6, 1896	Dec. 11, 1897	May 29, 1899	Apr. 6, 1898	June 16, 1900	7
8	81,546	June 10, 1896	Oct. 6, 1896	Mar. 2, 1897	June 4, 1898	Oct. 6, 1897	May 10, 1899	8
9	159,400	May 4, 1898	Sept. 27, 1898	Jan. 24, 1899	Nov. 23, 1900	Sept. 27, 1899	Oct. 27, 1902 July 2, 1906	9
10	144,000	Mar. 2, 1895	Oct. 19, 1895	Feb., 1896	Mar. 30, 1897	Nov. 19, 1896	Sept. 23, 1897 June 19, 1905	10
11	113,500	June 30, 1890	Oct. 8, 1891	July 21, 1892	May 12, 1894	Oct. 8, 1892	Feb. 18, 1897	11
12	227,500	June 10, 1896	Oct. 5, 1896	July 23, 1897	July 16, 1898	Apr. 5, 1898	Mar. 22, 1899 Oct. 8, 1904	12
13	97,500	July 26, 1894	May 3, 1895	May 1, 1896	Oct. 1, 1896	Aug. 3, 1896	Aug. 7, 1897 Nov. 9, 1900	13
14	81,546	June 10, 1896	Oct. 6, 1896	Mar. 4, 1897	July 4, 1898	Oct. 6, 1897	July 8, 1899 Oct. 8, 1904	14
15	214,500	Mar. 3, 1897	July 30, 1897	July 14, 1898	July 29, 1899	Jan. 30, 1899	.....	15
16	39,000	June 10, 1896	Oct. 6, 1896	Apr. 14, 1897	Nov. 15, 1897	Oct. 6, 1897	Apr. 4, 1898 July 10, 1903	16
17	48,500	June 10, 1896	Oct. 7, 1896	Apr. 15, 1897	Feb. 19, 1898	Oct. 7, 1897	May 1, 1899 Nov. 7, 1902	17
18	.....	.....	.....	.....	.....	.....	.....	18
19	45,000	June 10, 1896	Oct. 7, 1896	Sept. 11, 1897	Mar. 5, 1898	Oct. 7, 1897	May 16, 1898 Aug. 6, 1904	19
20	85,000	June 10, 1896	Oct. 6, 1896	Nov. 17, 1897	Apr. 13, 1898	Oct. 6, 1897	May 11, 1898 Aug. 20, 1906	20
21	165,000	May 4, 1898	Sept. 26, 1898	Dec. 6, 1898	Sept. 23, 1901	Sept. 26, 1899	Jan. 10, 1905	21
22	165,000	May 4, 1898	Sept. 26, 1898	Dec. 29, 1898	Sept. 24, 1900	Sept. 26, 1899	July 15, 1905	22
23	144,000	Mar. 2, 1895	Oct. 19, 1895	Feb., 1896	Sept. 9, 1896	Aug. 19, 1896	Feb. 20, 1897 June 19, 1905	23
24	97,500	July 26, 1894	May 3, 1895	May 6, 1896	Nov. 10, 1896	Aug. 3, 1896	Apr. 2, 1898 June 19, 1905	24
25	160,000	Mar. 2, 1895	Oct. 19, 1895	June 22, 1896	Apr. 8, 1898	Jan. 19, 1897	Apr. 1, 1899	25
26	129,750	May 4, 1898	Nov. 16, 1898	Mar. 11, 1899	Oct. 31, 1899	Nov. 16, 1899	..... Sept. 25, 1905	26
27	.....	.....	.....	.....	.....	.....	Mar. 28, 1898 July 3, 1902	27
28	129,750	May 4, 1898	Nov. 16, 1898	Mar. 18, 1899	Dec. 27, 1899	Nov. 16, 1899	Nov. 16, 1902 June 11, 1906	28
29	236,000	Mar. 3, 1897	July 29, 1897	Mar. 21, 1898	June 10, 1899	Jan. 29, 1899	Nov. 7, 1905	29
30	39,000	June 10, 1896	Oct. 6, 1896	Apr. 8, 1897	Nov. 14, 1897	Oct. 6, 1897	Apr. 4, 1898 Aug. 31, 1906	30
31	194,000	June 10, 1896	Oct. 6, 1896	Dec. 6, 1897	Sept. 25, 1899	Apr. 6, 1898	June 9, 1900	31
32	129,750	May 4, 1898	Nov. 16, 1898	Mar. 16, 1899	May 15, 1900	Nov. 16, 1899	June 9, 1902 June 19, 1905	32
33	168,000	May 4, 1898	Oct. 1, 1898	Mar. 29, 1899	Mar. 25, 1901	Oct. 1, 1899	Jan. 7, 1904 Aug. 11, 1906	33
34	146,000	May 4, 1898	Sept. 30, 1898	June 3, 1899	Sept. 28, 1901	Sept. 30, 1899	Sept. 18, 1902 July 9, 1906	34
35	97,500	July 26, 1894	May 3, 1895	May 8, 1896	Jan. 6, 1897	Aug. 3, 1896	Dec. 29, 1897 Feb. 16, 1906	35

WOOD TOR

	Name.	Batteries.		Complement.	
		Torpedo tubes.	Guns.	Off- cers.	Men
1	Stiletto.....	2 Howell.....	.....	.....	5 1

UNARMORED STEEL VESSELS—

	Name.	Contractor.	By whom and where built or building.	
1	Adder.....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	1
2	Cuttlefish ^a	The Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	2
3	Grampus.....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal.	3
4	Holland.....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	4
5	Moccasin.....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	5
6	Octopus ^a	The Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	6
7	Pike.....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal.	7
8	Plunger.....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	8
9	Porpoise.....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	9
10	Shark.....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	10
11	Tarantula ^a	The Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	11
12	Viper ^a	The Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	12

^a Building.

PEDO BOAT.

	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	
1	\$25,000	.....	.....	.....	.....	.....	.....	1

a Limit of cost.

SUBMARINE BOATS.

	Date of act authorizing the building.	Date of first and latest commission.	Name.	
1	June 7, 1900 ^b	Jan. 12, 1903	Adder.....	1
2	Apr. 27, 1904	.....	Cuttlefish.....	2
3	June 7, 1900 ^b	May 28, 1903	Grampus.....	3
4	.....	Oct. 12, 1900	Holland.....	4
5	June 7, 1900 ^b	Jan. 17, 1903	Moccasin.....	5
6	Apr. 27, 1904	.....	Octopus.....	6
7	June 7, 1900 ^b	May 28, 1903	Pike.....	7
8	Mar. 3, 1899 ^b	Sept. 19, 1903	Plunger.....	8
9	June 7, 1900 ^b	Sept. 19, 1903	Porpoise.....	9
10	June 7, 1900 ^b	Sept. 19, 1903	Shark.....	10
11	Apr. 27, 1904	.....	Tarantula.....	11
12	Apr. 27, 1904	.....	Viper.....	12

^b Together with acts of June 10, 1896, and Mar. 3, 1899

IRON AND WOODEN

	Name.	Built.			Condition or service June 30, 1906.	Rig.	
		When.	Where.	By whom.			
IRON.							
1	Alert.....	1873-1875	Chester, Pa.....	John Roach.....	Navy-yard, Mare Island.	Barkentine	1
2	Wolverine ^b .	1842-1844	Erie, Pa.....	Stackhouse & Tomlinson, of Pittsburgh, Pa.	Special service, Great Lakes.	Schooner ..	2
3	Philadelphia. ^c	1887-1890	Philadelphia, Pa..	Wm. Cramp & Sons.	Receiving ship, navy-yard, Puget Sound.	Housed over.	3
4	Pinta.....	1865	Chester, Pa.....	Reany, Son & Archbold.	Naval Militia, California.	Schooner ..	4
5	Ranger.....	1873-1876	Wilmington, Del..	Harlan & Hollingsworth.	Naval station, Cavite.	Barkentine	5
6	Reina Mercedes.	1887	Cartagena.....	.....	Receiving ship, auxiliary to Constellation.	Housed over.	6
7	Topeka.....	1881	Kiel, Germany ...	G. Howaldt.....	Repairing, navy-yard, Portsmouth, N. H.	Housed over.	7
WOODEN.							
1	Adams.....	1874-1876	Boston, Mass.....	United States and Donald Mackay.	Station ship, Tutuila, Samoa.	Bark.....	1
2	Enterprise..	1873-1876	Kittery, Me.....	John W. Griffith and United States.	Public Marine School, Boston, Mass.	Bark.....	2
3	Essex.....	1874-1876	Kittery and Boston.	United States and Donald Mackay.	Naval Militia, Ohio.	Bark.....	3
4	Hartford...	1858	Boston, Mass.....	United States.....	Naval Academy..	Bark.....	4
5	Lancaster..	1858	Philadelphia, Pa..	United States.....	Receiving ship, navy-yard, League Island.	Ship.....	5
6	Mohican ...	1872-1883	Mare Island, Cal..	United States.....	Station ship, Subig Bay, P. I.	Bark.....	6

^a Subject to possible change.^b Formerly Michigan. Name changed June 17, 1905

STEAM VESSELS.

	Dimensions.			Tonnage. ^a			Indicated horsepower.	Speed per hour.	Batteries.		Bunker capacity.	Complement.	
	Length between perpendiculars.	Breadth.	Mean draft.	Displacement.	Gross.	Net, for Suez Canal.			Main.	Secondary.		Officers.	Men.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Kts.</i>			<i>Tons.</i>		
1	177 4	32 0	13 0	1,110	882	713	500	10.00	6 4" R. F. G.	4 6-pdr. 1 Colt.	197	10	133 1
2	164 11	27 0	9 0	685	492		365	10.50		6 6-pdr. R. F. 2 1-pdr. R. F. 1 .30 cal. Gat-ling. 1 .30 cal. Colt.	115		75 2
3	327 6	48 7½	19 6	4,410	3,049		8,688	19.68			525		3
4	137 0	26 0	10 0	550	355		310	8.50			111		4
5	177 4	32 0	13 0	1,261	882		500	10.00	6 4" R. F. G.	4 6-pdr. 1 Colt.	178		5
6	292 0	43 3	16 9	2,835							194		6
7	251 0	35 0	17 8	2,255			12,000	16.00			394		7
1	187 3	35 0	14 10	1,400	603		800	9.80	6 4" R. F. G.	2 6-pdr. 2 1-pdr. 2 Colts.	141		130 1
2	185 0	35 0	14 3	1,375			800	11.40			130		2
3	185 0	35 0	14 3	1,375			800	10.40	6 4" R. F. G.	4 6-pdr. 2 1-pdr. 2 Colts. 8 6-pdr. R. F.	155		3
4	226 0	44 0	18 2	2,790	1,855	1,273	2,000	12.00	9 5" R. F. G.	4 1-pdr. 1 3" field. 2 .30 cal. Colts.	262	14	164 4
5	235 8	46 0	19 2	3,250	2,120		1,000	9.60	10 5" R. F. G.	6 6-pdr. 2 1-pdr.	326		483 5
6	216 0	37 0	16 6	1,900	671		1,000	10.65	6 4" R. F. G.	4 6-pdr. R. F. 2 1-pdr. A.	168	18	151 6

^a On L. W. L.
* Molded.

* Steel.
/ Estimated.

WOODEN SAIL

	Name.	Built.			Condition or service June 30, 1906.	Rig.
		When.	Where.	By whom.		
1	Alliance.....	1873-76	Norfolk, Va.....	United States..	Station and storeship, Culebra, P. R.	Bark... 1
2	Constellation..	1854	Norfolk, Va.....	United States..	Stationary training ship, Newport.	Ship.... 2
3	Eagle ^a				Tender to Franklin....	Schooner 3
4	Jamestown...	1845	Norfolk, Va.....	United States..	Transferred to Marine- Hospital Service.	Ship.... 4
5	Monongahela..	1862	Philadelphia, Pa..	United States..	Storeship, Guantanamo Bay.	Ship.... 5
6	Portsmouth...	1843	Kittery, Me.....	United States..	Naval Militia, New Jer- sey.	Ship.... 6
7	Saratoga.....	1842	Kittery, Me.....	United States..	Public Marine School, Philadelphia, Pa.	Ship.. 7
8	St. Mary's.....	1844	Washington, D. C.	United States..	Public Marine School, New York, N. Y.	Ship.... 8

^a Received from Coast and Geodetic Survey July 31, 1903.

ING VESSELS.

Dimensions.				Tonnage. ^b		Batteries.		Comple- ment.		
	Length between perpendiculars.	Breadth.	Mean draft.	Displacement.	Gross.	Net for Suez Canal.	Main.	Secondary.	Officers.	Men.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>				
1	185 0	35 0	14 3	1,375			6 4" R. F.	4 6-pdr. R. F.	18	107
2	176 0	42 0	20 0	1,970	1,236			{ 6 6-pdr. 4 1-pdr. 2 Colts. 2 3" field. }	15	139
3	130 0	29 9	8 9	275						
4	163 6	36 6	16 0	1,150	888					
5	223 0	38 0	16 6	2,100	960		6 4" R. F.	{ 4 6-pdr. 1 3" field. 2 Colts. }	21	104
6	153 0	38 3	16 6	1,125	846			{ 4 3-pdr. R. F. 2 1-pdr. R. F. }	15	
7	147 6	36 1	16 0	1,025	758					
8	150 0	37 6	15 6	1,025	767					

^b Subject to possible change.

STEEL, IRON, AND

	Name.	Built.		Material.	
		Where.	By whom.		
1	Accomac.....	Newport News, Va.....	Newport News Shipbuilding and Dry Dock Co.	Iron....	1
2	Active.....	San Francisco, Cal.....	Union Iron Works.....	Steel....	2
3	Alice.....	Tompkins Cove, N. Y.....	Rodermond & Co.....	Wood....	3
4	Apache.....	Tottenville, N. Y.....	A. C. Brown.....	Wood....	4
5	Chickasaw.....	Camden, N. J.....	J. H. Dialogue.....	Iron....	5
6	Choctaw.....	Philadelphia, Pa.....	Neafie & Levy.....	Iron....	6
7	Fortune.....	Boston, Mass.....	James Tetlow.....	Iron....	7
8	Hercules.....	Camden, N. J.....	J. H. Dialogue & Son.....	Iron....	8
9	Iroquois.....	San Francisco, Cal.....	Union Iron Works.....	Steel....	9
10	Iwana.....	Boston, Mass.....	City Point Iron Works.....	Steel....	10
11	Massasoit.....	Philadelphia, Pa.....	Neafie & Levy.....	Steel....	11
12	Modoc.....	Camden, N. J.....	J. H. Dialogue & Son.....	Iron....	12
13	Mohawk.....	Newburgh, N. Y.....	T. S. Marvel & Co.....	Steel....	13
14	Narkeeta.....	Boston, Mass.....	City Point Iron Works.....	Steel....	14
15	Nezinscot.....	Philadelphia, Pa.....	Neafie & Levy.....	Steel....	15
16	Nina.....	Chester, Pa.....	Reany, Son & Archbold.....	Iron....	16
17	Osceola.....	Philadelphia, Pa.....	Chas. Hillman.....	Steel....	17
18	Patapsco ^a	Navy-yard, Portsmouth, N. H.	Government.....	Steel....	18
19	Patuxent ^a	Navy-yard, Norfolk, Va.....	Government.....	Steel....	19
20	Pawnee.....	Tompkins Cove, N. Y.....	Rodermond & Co.....	Wood....	20
21	Pawtucket.....	Mare Island, Cal.....	Government.....	Steel....	21
22	Penacook.....	New York, N. Y.....	Government.....	Steel....	22
23	Pentucket.....	Boston, Mass.....	Government.....	Steel....	23
24	Piscataqua ^b	West Bay City, Mich.....	F. W. Wheeler & Co.....	Steel....	24
25	Pontiac.....	Athens, N. Y.....	Peter McGiehan.....	Wood....	25
26	Potomac.....	West Bay City, Mich.....	F. W. Wheeler & Co.....	Steel....	26
27	Powhatan.....	Baltimore, Md.....	Maryland Steel Co.....	Steel....	27
28	Rapido.....			Wood....	28
29	Rocket.....	Wilmington, Del.....	Pusey & Jones Co.....	Steel....	29
30	Samoset.....	Norfolk, Va.....	Government.....	Steel....	30
31	Sebago.....	Camden, N. J.....	J. H. Dialogue & Son.....	Steel....	31
32	Sioux.....	Philadelphia, Pa.....	Neafie & Levy.....	Iron....	32
33	Sotoyomo.....	Mare Island, Cal.....	Government.....	Steel....	33
34	Standish.....	Boston, Mass.....	James Tetlow.....	Iron....	34
35	Tecumseh.....	Camden, N. J.....	J. H. Dialogue & Son.....	Steel....	35
36	Traflic.....	South Brooklyn N. Y.....	D. McCarty.....	Wood....	36
37	Triton.....	Camden, N. J.....	J. H. Dialogue.....	Steel....	37
38	Unadilla.....	Mare Island, Cal.....	Government.....	Steel....	38
39	Uncas.....	Camden, N. J.....	J. H. Dialogue.....	Steel....	39
40	Vigilant.....	Philadelphia, Pa.....	Wm. Cramp & Son.....		40
41	Waban.....	Philadelphia, Pa.....	Wm. Cramp & Son.....	Iron....	41
42	Wahneta.....	Boston, Mass.....	City Point Iron Works.....	Steel....	42
43	Wompatuck.....	Wilmington, Del.....	Harlan & Hollingsworth.....	Steel....	43

^a Twin screw.^b Has towing machine.^c Between perpendiculars.^d On water line.

WOODEN STEAM TUGS.

	Condition or service June 30, 1906.	Rig.	Dimensions.			Dis- place- ment.	
			Length.	Breadth.	Mean draft.		
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	
1	Navy-yard, Pensacola.....		90 0	19 0	9 0	187	1
2	Navy-yard, Mare Island.....	Light signal mast.	107 0	22 6	10 0	296	2
3	Navy-yard, Norfolk.....	One mast and one derrick.	101 9	25 6	8 0	356	3
4	Navy-yard, New York.....	Two masts.....	141 6	29 0	10 0	650	4
5	Newport, R. I.....		77 2	18 0	8 0	100	5
6	Navy-yard, Washington.....	One mast.....	91 5	21 0	10 0	350	6
7	Navy-yard, Mare Island.....	Schooner.....	136 10	26 10	9 6	450	7
8	Navy-yard, Norfolk.....	One mast.....	101 6	20 6	9 0	198	8
9	Naval station, Hawaii.....	Schooner.....	152 0	26 0	13 6	702	9
10	Navy-yard, Boston.....		92 6	20 11 1/2	8 0	192	10
11	Naval station, Key West.....	One pole mast.....	60 5	19 0	8 6	202	11
12	Navy-yard, League Island.....		96 9	20 10	9 3	241	12
13	Navy-yard, Norfolk.....		104 0	24 0	11 0	420	13
14	Navy-yard, New York.....		92 6	20 11 1/2	8 0	192	14
15	Navy-yard, Portsmouth, N. H.....		85 0	19 0	8 0	156	15
16	Special service.....	Schooner.....	137 0	26 0	8 6	357	16
17	Naval station, Key West.....	Schooner.....	125 5	26 3	14 0	571	17
18	Not yet building.....	Two pole masts.....	148 0	29 0 1/2	12 3	755	18
19	Not yet building.....	Two pole masts.....	148 0	29 0 1/2	12 3	755	19
20	Navy-yard, New York.....	One mast, one derrick.	112 0	27 3	7 0	275	20
21	Navy-yard, Puget Sound.....	Schooner.....	92 6	21 1	8 9	225	21
22	Naval station, Guantanamo.....	Schooner.....	92 6	21 1	9 0	230	22
23	Navy-yard, New York.....	Schooner.....	92 6	21 1	9 0	230	23
24	Naval station, Cavite, P. I.....		149 0	28 7	12 0	854	24
25	Navy-yard, New York.....	One mast, one derrick.	124 4	27 0	9 6	401	25
26	Special service.....	Two pole masts.....	138 9	28 6	12 0	785	26
27	Navy-yard, New York.....		101 0	21 0	10 0	194	27
28	Naval station, Cavite, P. I.....		81 6	15 9	7 0		28
29	Navy-yard, Norfolk.....	Derrick mast.....	93 0	28 0	9 0	270	29
30	Navy-yard, League Island.....		92 6	21 0	8 9	225	30
31	Naval station, Charleston.....		99 0	21 0	8 0		31
32	Navy-yard, Portsmouth, N. H.....		84 6	19 0	8 0	155	32
33	Navy-yard, Mare Island.....	Schooner.....	92 6	21 1	9 0	230	33
34	Naval Academy, Annapolis.....	Schooner.....	137 0	26 0	9 6	450	34
35	Navy-yard, Washington.....	Schooner.....	88 6	21 6	9 3	214	35
36	Navy-yard, New York.....	Derrick mast.....	106 0	29 4	9 0	280	36
37	Navy-yard, Washington.....		96 9	20 9	9 0	212	37
38	Navy-yard, Mare Island.....	Schooner.....	110 0	25 0	9 11	355	38
39	Special service.....	Schooner.....	119 3	25 0	12 0	441	39
40	Training station, San Francisco.....	Schooner.....	116 0	21 0	9 0	300	40
41	Navy-yard, Pensacola, Fla.....		85 0	17 6	8 0	150	41
42	Navy-yard, Norfolk.....		92 6	20 11 1/2	8 0	192	42
43	Naval station, Cavite, P. I.....	Schooner.....	117 6	25 6	12 0	462	43

* Maximum draft.
/ Over all.

* Estimated.

STEEL, IRON, AND

	Name.	Tonnage. ^a		Indi- cated horse- power.	Speed.	Coal capacity.	Guns.	
		Gross.	Net for Suez Canal.					
		Tons.	Tons.		Knots.	Tons.		
1	Accomac.....	130		250	10	35		1
2	Active.....	174		600	12	80		2
3	Alice.....	155		250	10	15		3
4	Apache.....	208		550	10	120		4
5	Chickasaw.....	70			10	20		5
6	Choctaw.....	152		188	10	70		6
7	Fortune.....	378		340	10	108		7
8	Hercules.....	142			12	40		8
9	Iroquois.....	400		1,000	13.25	205		9
10	Iwana.....	158		300	11.58	35		10
11	Massasoit.....	151				34		11
12	Modoc.....	184			10	40		12
13	Mohawk.....	161		400	12	32		13
14	Narkeeta.....	158		300	11.22	35		14
15	Nezinscot.....	118		400	10	40		15
16	Nina.....	330		388	11.12	80		16
17	Osceola.....	352			14	150		17
18	Patapsco.....			^b 1,160	^b 13	316		18
19	Patuxent.....			^b 1,160	^b 13	316		19
20	Pawnee.....	151		250	10	16		20
21	Pawtucket.....	158		450	12.2	30		21
22	Penacock.....	158		450	12	28		22
23	Pentucket.....	158		450	12	28		23
24	Piscataqua.....	518		2,000	16	328		24
25	Pontiac.....	238		425	10.5	45		25
26	Potomac.....	475		2,000	16	200	21-pdr., 2 Colts	26
27	Powhatan.....	156		397	13	57		27
28	Rapido.....							28
29	Rocket.....			450	8	33		29
30	Samoset.....	158		450	12	30		30
31	Sebago.....	130			12	30		31
32	Sioux.....	111		290	10	45		32
33	Sotoyomo.....	158		506	11.10	28		33
34	Standish.....	330		340	10	80		34
35	Tecumseh.....	150		500	11	40		35
36	Traflic.....				10			36
37	Triton.....			300	13	45		37
38	Unadilla.....	290		500	12	65		38
39	Uncas.....	284		750	12	120		39
40	Vigilant.....	177		450	12	75		40
41	Waban.....	85			13	25		41
42	Wabnet.....	158		300	11.58	35		42
43	Wompatuck.....	324		650	13	130		43

^a Subject to possible change.^b Estimated.

WOODEN STEAM TUGS—Concluded.

	Contract price of hull and machinery.	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	
1				1891			1
2				1888			2
3				1893			3
4				1889			4
5				1882			5
6				1892			6
7				1865			7
8				1888			8
9				1892			9
10	\$32,438	Mar. 2, 1889	Dec. 20, 1890	Apr. 1891	Mar. 12, 1892	Dec. 20, 1891	10
11				1898			11
12				1890			12
13				1893			13
14	32,438	Mar. 2, 1889	Dec. 20, 1890	Apr. 1891	Feb. 11, 1892	Dec. 20, 1891	14
15				1897			15
16				1865			16
17				1896			17
18	¢ 175,000	Apr. 27, 1904					18
19	¢ 175,000	Apr. 27, 1904					19
20				1896			20
21	¢ 50,000	Mar. 3, 1897	July 22, 1898	July 22, 1898	Nov. 17, 1898		21
22	¢ 50,000	Mar. 3, 1897		Feb. 8, 1898	Oct. 29, 1898		22
23	¢ 70,000	July 1, 1902		Jan. 20, 1903	July 16, 1903		23
24				1897			24
25				1891			25
26				1897			26
27				1892			27
28							28
29	29,000		1899				29
30	¢ 25,000	Mar. 2, 1895		Jan. 13, 1895	Mar. 20, 1897		30
31				1893			31
32				1892			32
33	¢ 70,000	July 1, 1902		Mar. 2, 1903	Aug. 20, 1903		33
34				1895			34
35				1896			35
36				1891			36
37				1888			37
38	¢ 80,000	July 26, 1894		Apr. 29, 1895	Sept. 21, 1895		38
39				1893			39
40				1881			40
41				1880			41
42	32,438	Mar. 2, 1889	Dec. 20, 1890	Apr. 1891	Mar. 3, 1892	Dec. 20, 1891	42
43				1896			43

¢ Limit of cost.

WOODEN STEAM VESSELS

	Name.	Built.			Condition or service June 30, 1906.	Rig.	
		When.	Where.	By whom.			
1	Franklin	1855-1865	Kittery, Me.	United States . .	Receiving ship, navy-yard, Nor- folk, Va.	Housed over.	1
2	Gopher ^b	1871	New York, N. Y..	De la mater & Stack.	Naval Militia, Min- nesota.	T w o - masted schooner	2
3	Ionie ^c	1858	New York, N. Y..	United States . .	Transferred to Ma- rine-Hospital Service.	Bark	3
4	Marion	1871-1875	Kittery, Me.	United States . .	Naval Militia, Cal- ifornia.	Bark	4
5	Nipsic	1873-1879	Washington, D. C.	United States . .	Navy-yard, Puget Sound.	Bark	5
6	Omaha	1867-1869	Philadelphia, Pa..	United States . .	Transferred to Ma- rine-Hospital Service.	Bark	6
7	Pensacola . . .	1858-1862	Pensacola, Fla . .	United States . .	Receiving ship, training station, San Francisco, Cal.	D e e k house and drill masts.	7
8	Richmond . . .	1858	Norfolk, Va.	United States . .	Receiving ship, auxiliary to Franklin.	Housed over.	8
9	Wabash	1854	Philadelphia, Pa..	United States . .	Receiving ship, navy-yard, Bos- ton, Mass.	Housed over.	9
10	Yantic	1864	Philadelphia, Pa..	United States . .	Naval Militia, Michigan.	Bark	10

^a Subject to possible change.
^b Formerly Fern. Name changed Dec. 27, 1905.

WOODEN SAILING VESSELS

	Name.	Built.			Condition or service June 30, 1906.	Rig.	
		When.	Where.	By whom.			
1	Constitution .	1797	Boston, Masa. .	United States . .	Navy-yard, Boston, Masa.	Housed over. .	1
2	Independ- ence.	1837	Boston, Mass..	United States . .	Receiving ship, navy- yard, Mare Island.	Housed over. .	2
3	G r a n i t e State. ^b	1818	Kittery, Me . . .	United States . .	Naval Militia, New York.	Housed over. .	3
4	Keystone State. ^c	1828	Washington, D. C.	United States . .	Naval Militia, Penn- sylvania.	Housed over. .	4

^a Subject to possible change.
^b Formerly New Hampshire. Name changed Nov. 30, 1904.

UNFIT FOR SEA SERVICE.

	Dimensions.			Displacement.	Tonnage. ^a		Indicated horse-power.	Speed.	Batteries.		Coal capacity at 43 cubic feet per ton.	Comple-ment.	
	Length between perpendiculars.	Breadth.	Mean draft.		Gross.	Net for Suez Canal.			Main.	Secondary.		Officers.	Men.
	<i>Ft.in.</i>	<i>Ft.in.</i>	<i>Ft.in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Kts.</i>			<i>Tons.</i>		
1	265 9	54 3	24 3	5,170	3,172		1,050	9	2 3-pdr.			141	1
2	160 0	28 0	11 9	840	542		300	9			80		2
3	198 10	33 10	15 3	1,575	695		1,202	10.7			128		3
4	216 0	37 0	16 0	1,900			1,100	11.25			135		4
5	185 0	35 0	14 3	1,375			839	10.7			132		5
6	250 6	38 0	16 6	2,400	1,083		953	11.3					6
7	230 8	44 6	18 7	3,000	1,993				14" R. F.	36-pdr. R. F. 13-pdr. R. F. 51-pdr. R. F. 16 mm. Colt. 83" field.	285	107	7
8	225 0	42 6	17 4	2,700	1,385		602	9.5		26-pdr. R. F. G	265		8
9	262 7	51 4	23 0	4,650	2,918		950	9.15				151	9
10	180 0	30 0	12 2	900			310	8.30			130		10

^a Formerly Iroquois. Name changed Nov. 30, 1904.

UNFIT FOR SEA SERVICE.

	Dimensions.			Displacement.	Gross tonnage.	Net tonnage.	Batteries.		
	Length between perpendiculars.	Breadth.	Mean draft.				Main.	Secondary.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>			
1	175 0	45 0	20 0	2,200					1
2	189 0	51 6	21 6	3,270	a 1,891		2 6-pdr.		2
3	196 3	53 0	25 6	4,150					3
4	126 6	32 8	15 6	830					4

^a Formerly St. Louis. Name changed Nov. 30, 1904.

NOTE.—The Oriole was stricken from the Navy list Feb. 27, 1906.

AUXILIARY

	Name.	Material.	Rig.	Built.			
				When.	Where.	By whom.	
1	Buffalo.....	Steel....	Topsail schooner.	1892	Newport News, Va.	Newport News S. B. & D. D. Co.	1
2	Dixie.....	Steel....	Brig.....	1893	Newport News, Va.	Newport News S. B. & D. D. Co.	2
3	Panther.....	Iron....	Brig.....	1889	Philadelphia, Pa...	Wm. Cramp & Sons....	3
4	Prairie.....	Iron....	Brig.....	1890	Philadelphia, Pa...	Wm. Cramp & Sons....	4
5	Yankee.....	Iron....	Brig.....	1892	Newport News, Va.	Newport News S. B. & D. D. Co.	5

	Name.	Type of engine.	Speed.	Indicated horse-power.	Bunker capacity to 6 inches below beams (43 cubic feet to the ton).	
			<i>Knots.</i>		<i>Tons.</i>	
1	Buffalo.....	Single screw triple expansion.....	14.5	3,600	1,375	1
2	Dixie.....	Single screw triple expansion.....	16	3,800	1,075	2
3	Panther.....	Single screw triple expansion.....	13	.....	675	3
4	Prairie.....	{Single screw vertical inverted triple expansion.	14.5	3,800	1,300	4
5	Yankee.....	{Single screw vertical inverted triple expansion.	12.5	3,800	1,175	5

• Fore side of stem to center rudder stock.

• Subject to possible change.

CRUISERS.

Condition or service June 30, 1906.		Length. ^a		Breadth, extreme.		Mean draft.		Displacement.		Tonnage. ^b		
										Gross.	Net, for Suez Canal.	
										Tons.	Tons.	
		<i>Ft.</i>	<i>in.</i>	<i>Ft.</i>	<i>in.</i>	<i>Ft.</i>	<i>in.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>	
1	Repairing. Navy-yard, Mare Island.	391	6	48	3	19	5	6,000		4,660	.....	1
2	Special service.....	391	6	48	3	19	11	6,114		4,597	3,074	2
3	Repairing. Navy-yard, League Island.	312	1	40	8	15	9	3,380		2,843	.....	3
4	Repairing. Navy-yard, Boston...	391	6	48	3	20	9	6,620		4,522	.....	4
5	Special service.....	391	10	48	4	20	1	6,225		4,659	.....	5

Batteries.				Complement.		Date of first and latest commission.	
Main.		Secondary.		Officers.	Men.		
1	{ 2 5" R. F. G..... 4 4" R. F. G.....	{ 6 6-pdr..... 2 Colts..... 4 6-pdr. R. F.....	}	29	237	{ July 18, 1898} Nov. 17, 1906}	1
2	8 5" R. F. G.....	{ 4 1-pdr..... 2 .30 cal. Colts..... 6 3-pdr.....		21	268	{ Apr. 19, 1898} June 2, 1906}	2
3	{ 6 5" R. F. G..... 2 4" R. F. G.....	{ 1 Colt..... 1 3" field..... 6 6-pdr. S. A.....	}	31	206	{ Apr. 22, 1898} Nov. 21, 1904}	3
4	8 6" R. F. G.....	{ 4 3-pdr. S. A..... 4 1-pdr. R. F. ^c 2 .30 cal. Colts.....		24	268	{ Apr. 14, 1898} Sept. 26, 1906}	4
5	8 5" R. F. G.....	{ 6 6-pdr. R. F..... 2 1-pdr. A..... 2 .30 cal. Colts.....	}	30	268	{ Apr. 14, 1898} May 1, 1903}	5

^c For use in subcaliber practice (unmounted).

CONVERTED

	Name.	Material.	Rig.	Bult.			
				When.	Where.	By whom.	
1	Alleen.....	Steel.....	Schooner..	1896	Chester, Pa.....	John Roach.....	1
2	Dorothea...	Steel.....	Schooner..	1897	Philadelphia, Pa.....	Wm. Cramp & Sons....	2
3	Eagle.....	Steel.....	One mast..	1890	Wilmington, Del.....	Harlan & Hollingsworth	3
4	Elfrida.....	Steel.....	Schooner..	1899	Wilmington, Del.....	Harlan & Hollingsworth	4
5	Frolic.....	Steel.....	Schooner..	1892	Cleveland, Ohio.....	Globe Iron Works.....	5
6	Gloucester..	Steel.....	Schooner..	1891	Philadelphia, Pa.....	Neafie & Levy.....	6
7	Hawk.....	Steel.....	One mast..	1891	Palsley, Scotland.....	Fleming & Ferguson...	7
8	Hist.....	Steel.....	Schooner..	1895	Philadelphia, Pa.....	Wm. Cramp & Sons....	8
9	Hornet.....	Steel.....	One mast..	1890	Wilmington, Del.....	Harlan & Hollingsworth	9
10	Huntress...	Composite	Schooner..	1895	Nyack-on-Hudson...	Chas. L. Seabury & Co.	10
11	Inca.....	Wood.....	Schooner..	1898	South Boston, Mass..	George Lawley & Sons.	11
12	Mayflower..	Steel.....	Schooner..	1896	Clydebank, Scotland.	J. and G. Thompson...	12
13	Onelda.....	Steel.....	Schooner..	1896	Bath, Me.....	Bath Iron Works.....	13
14	Restless....	Iron.....	One mast..	1887	Chester, Pa.....	Houston & Woodbridge	14
15	Scorpion....	Steel.....	Schooner..	1896	South Brooklyn, N. Y.	John N. Robins.....	15
16	Shearwater..	Steel.....	Schooner..	1887	East Boston, Mass...	Atlantic Works.....	16
17	Siren.....	Steel.....	One mast..	1897	Leith Scotland.....	Hawthorne & Co.....	17
18	Stranger....	Iron.....	One mast..	1880	Philadelphia, Pa.....	Wm. Cramp & Sons....	18
19	Sylph.....	Steel.....	Schooner..	1898	Chester, Pa.....	John Roach.....	19
20	Sylvia.....	Iron.....	Schooner..	1882	Glasgow, Scotland...	A. Stephen & Sons.....	20
21	Vixen.....	Steel.....	Schooner..	1896	Elizabethport, N. J..	Lewis Nixon.....	21
22	Wasp.....	Steel.....	Schooner..	1898	Philadelphia, Pa.....	Wm. Cramp & Sons....	22
23	Yankton....	Steel.....	Schooner..	1893	Leith, Scotland.....	Ramage & Ferguson...	23

YACHTS.

Condition or service June 30, 1906.		Length.	Breadth.	Mean draft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1	Naval Militia, New York.....	120 0	20 0	8 0	1
2	Naval Militia, Illinois.....	182 4	23 5	11 5	2
3	Navy-yard, Portsmouth, N. H.....	155 6	24 0	11 6	3
4	Naval Militia, Connecticut.....	102 0	18 0	9 6	4
5	Naval Station, Cavite.....	a 165 0	25 0	10 4	5
6	Navy-yard, Pensacola.....	a 204 0	27 2	12 0	6
7	Naval Militia, Ohio.....	a 145 0	22 0	11 6	7
8	Tender to Constellation.....	174 0	23 0	9 10	8
9	Tender to Franklin.....	a 160 0	24 0	11 0	9
10	Naval Militia, New Jersey.....	a 97 0	16 0	7 3	10
11	Naval Militia, Massachusetts.....	96 6	16 3	7 0	11
12	Special service.....	a 273 0	36 0	17 4	12
13	Naval Militia, Washington, D. C.....	a 110 11	18 6	7 6	13
14	Tender to Franklin.....	a 113 0	16 0	6 6	14
15	Atlantic Fleet.....	212 9	28 1	11 0	15
16	Naval Militia, Pennsylvania.....	a 108 0	18 0	7 3	16
17	Tender to Franklin.....	a 123 0	19 2	11 0	17
18	Naval Militia, Louisiana.....	a 173 6	23 9½	10 6	18
19	Special service.....	a 123 8	20 0	7 6	19
20	Navy-yard, Norfolk.....	a 130 0	18 6	10 0	20
21	Navy-yard, Pensacola.....	a 182 3	28 0	12 8	21
22	Tender to Constellation.....	a 180 0	23 0	12 0	22
23	Tender, Atlantic fleet.....	a 185 0	27 6	13 10	23

a On water line.

CONVERTED

	Name.	Displace- ment.	Tonnage. ^a		Type of engine.	Speed.	
			Gross.	Net for Suez Canal.			
		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Knots.</i>	
1	Aileen.....	192	151	.....	Single screw vertical triple expansion..	14	1
2	Dorothea.....	594	433	.....	Single screw vertical triple expansion..	15	2
3	Eagle.....	434	365	.....	{ Single screw vertical inverted triple expansion.	15.5	3
4	Elfrida.....	c 173	123	.....		10.5	4
5	Frolic.....	607	408	225	{ Single screw vertical inverted triple expansion.	11	5
6	Gloucester.....	780	561	.....	{ Single screw vertical inverted triple expansion.	17	6
7	Hawk.....	375	270	.....	Single screw quadruple expansion.....	14.5	7
8	Hist.....	472	312	.....	Single screw vertical compound.....	14.5	8
9	Hornet.....	425	302	.....	{ Single screw vertical inverted triple expansion.	15	9
10	Huntress.....	82	85	.....	{ Single screw vertical inverted triple expansion.	14	10
11	Inca.....	c 120	94	.....	Single screw triple expansion.....	14	11
12	Mayflower.....	2,690	1,800	.....	Twin screw triple expansion.....	16.8	12
13	Oncida.....	150	119	.....	{ Single screw vertical inverted triple expansion.	12	13
14	Restless.....	158	105	.....		12	14
15	Scorpion.....	775	628	.....	{ Twin screw vertical inverted triple expansion.	17.85	15
16	Shearwater....	122	109	.....	Single screw compound.....	12	16
17	Siren.....	c 315	102	.....	Single screw vertical triple expansion..	13	17
18	Stranger.....	c 546	247	.....	Single screw compound.....	14	18
19	Sylph.....	152	172	.....	Single screw vertical triple expansion..	15	19
20	Sylvia.....	c 302	136	.....	Single screw compound.....	9	20
21	Vixen.....	806	546	.....	Single screw vertical triple expansion..	16	21
22	Wasp.....	630	380	.....	Single screw inverted triple expansion..	16.5	22
23	Yankton.....	c 975	541	.....	Single screw vertical triple expansion..	14	23

^a Subject to possible change.

^b Nominal horsepower.

YACHTS—Concluded.

	Indicated horse- power.	Bunker capacity, 43 cubic feet to ton.	Battery.	Complement.		Date of first and latest commission.	
				Officers.	Men.		
		<i>Tons.</i>					
1	500	45	Battery removed.....			May 14, 1898	1
2	1,558	78	{ 4 6-pdr.....			June 1, 1898	2
			{ 2 1-pdr. and 2 Colts automatic.....				
3	b 850	65	{ 2 6-pdr.....	4	63	Mar. 26, 1898	3
			{ 2 Colts.....				
4	b 200	23	Battery removed.....			June 30, 1898	4
5	550	81	{ 4 3-pdr.....	7	68	July 6, 1898	5
			{ 2 Colts.....			Oct. 25, 1900	
			{ 4 6-pdr.....				
6	2,000	120	{ 4 3-pdr.....	9	70	May 20, 1899	6
			{ 2 Colts.....				
7	1,000	70	Battery removed.....	4	46	Apr. 5, 1898	7
8	b 500	60	3 3-pdr., 4 1-pdr., and 2 Colts.....	6	42	May 13, 1898	8
9	b 800	65	Battery removed.....	4	51	Apr. 12, 1898	9
10		17	Battery removed.....			July 1, 1898	10
11	400	25	Battery removed.....			Aug. 1, 1898	11
12	4,700	525	{ 10 6-pdr.....	8	165	July 25, 1905	12
			{ 2 1-pdr.....				
			{ 2 Colts auto.....				
13	350	20	Battery removed.....			Apr. 30, 1898	13
14	b 500	12	Battery, 2 Colts, and 1 1-pdr.....			May 14, 1898	14
15	2,800	133	{ 6 6-pdr.....	7	93	Apr. 11, 1898	15
			{ 4 6-mm Colts.....			July 1, 1902	
16		12	Battery removed.....				16
			{ 4 1-pdr.....	5	37	June 24, 1898	17
17		45	{ 1 Colt.....				
18		50	Battery removed.....			June 30, 1898	18
19	550	47	1 6-pdr.....	3	28		19
20		60	Battery removed.....			June 29, 1898	20
			{ 4 6-pdr.....	6	74	Apr. 11, 1898	21
21	1,250	190	{ 2 1-pdr.....			Mar. 17, 1899	
			{ 2 Colts.....				
22	1,800	79	{ 2 6-pdr. R. F.....	4	32	Apr. 11, 1898	22
			{ 4 .30-cal. Colts.....			Oct. 2, 1902	
23	750	170	4 3-pdr.....	8	95	May 16, 1898	23

* Estimated.

	Name.	Material.	Rig.	Built.			
				When.	Where.	By whom.	
1	Abarenda...	Steel....	Schooner...	1892	Newcastle, England....	Edwards S. B. Co....	1
2	Ajax.....	Steel....	Schooner...	1890	Glasgow, Scotland.....	D. & W. Henderson & Co.	2
3	Alexander...	Steel....	Schooner...	1894	Stockton-on-Tees.....	Richardson, Duck & Co.	3
4	Brutus.....	Iron....	2 pole masts	1894	South Shields, England.	J. Readhead & Sons..	4
5	Cesar.....	Steel....	Schooner...	1896	Stockton-on-Tees.....	Ropner & Son.....	5
6	Hannibal...	Steel....	Schooner...	1898	Sunderland, England...	J. Blumer & Co.....	6
7	Justin.....	Steel....	Schooner...	1891	Middlesboro-on-Tees, England.	R. Dixon & Co.....	7
8	Lebanon....	Steel....	Schooner...	1894	Philadelphia, Pa.....	Wm. Cramp & Sons..	8
9	Leonidas...	Steel....	Schooner...	1898	Sunderland, England...	S. P. Austin & Son, Limited.	9
10	Marcellus...	Iron....	Schooner...	1879	Sunderland, England...	Mounsey & Foster....	10
11	Nanshan....	Steel....	2 pole masts	1896	Grangemouth, Scotland	Grangemouth Dock-yard Co.	11
12	Nero.....	Steel....	Schooner...	1895	Sunderland, England...	J. L. Thompson & Son, Limited.	12
13	Pompey.....	Steel....	Schooner...	1897	Sunderland, England...	S. P. Austin & Son, Limited.	13
14	Prometheus ^a	Steel....	4 pole masts	.....	Navy-yard, Mare Island	United States.....	14
15	Saturn.....	Iron....	Schooner...	1890	Wilmington, Del.....	Harlan & Hollingsworth.	15
16	Southery....	Steel....	Schooner...	1889	Sunderland, England...	R. Thompson Sons & Co.	16
17	Sterling.....	Iron....	Schooner...	1881	Port Glasgow, Scotland	Duncan & Co.....	17
18	Vestal ^b f....	Steel....	4 pole masts	.....	Navy-yard, New York.	United States.....	18

	Name.	Speed loaded.	Speed light.	Displacement.	Tonnage. ^g		Type of engine.	
					Gross.	Net for Suez Canal.		
1	Abarenda....	Knots. 9	Knots. 9.5	Tons. 4,670	Tons. 3,125	.....	Single screw vertical triple expansion..	1
2	Ajax.....	10	11	7,500	4,534	.....	Single screw vertical triple expansion..	2
3	Alexander...	8.75	10	6,181	3,250	.....	Single screw vertical triple expansion..	3
4	Brutus.....	10	.....	6,600	3,077	.....	Single screw vertical triple expansion..	4
5	Cesar.....	10	11	5,016	2,738	.....	Single screw vertical triple expansion..	5
6	Hannibal....	9	10	4,291	1,785	.....	Single screw vertical triple expansion..	6
7	Justin.....	8.3	10.9	3,300	2,206	.....	Single screw vertical triple expansion..	7
8	Lebanon....	10	12.5	.....	1,400	.....	Single screw vertical triple expansion..	8
9	Leonidas...	8.5	9.5	4,242	1,801	.....	Single screw triple expansion.....	9
10	Marcellus...	11	.....	.....	1,960	.....	Single screw vertical compound.....	10
11	Nanshan....	10.5	11	4,950	2,200	.....	Single screw vertical triple expansion..	11
12	Nero.....	9	.....	.....	2,925	.....	Single screw vertical triple expansion..	12
13	Pompey.....	10.5	13	3,085	1,285	.....	Single screw triple expansion.....	13
14	Prometheus ^a	11.6	.....	12,585	.....	.....	Twin screw vertical triple expansion...	14
15	Saturn.....	11	.....	6,220	2,268	.....	Single screw triple expansion.....	15
16	Southery....	9	10.5	3,100	2,068	.....	Single screw vertical triple expansion..	16
17	Sterling.....	11	11	5,663	2,016	.....	Single screw vertical triple expansion..	17
18	Vestal ^b f....	11.6	.....	12,585	.....	.....	Twin screw vertical triple expansion...	18

^a Registered length.^b Date of act authorizing the building, Apr. 27, 1904. Limit of cost, \$1,550,000, act of Congress approved June 29, 1906.

LIERS.

Condition or service June 30, 1906.		Length over all.	Length between perpen- diculars.	Breadth.	Depth of hold.	Extreme draft loaded.	Extreme draft light.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1	Atlantic Fleet.....	320 0	314 0	42 0	28 6	23 6	11 3	1
2	Repairing, navy-yard, Norfolk...	387 0	375 0	46 2	30 0	25 3	16 0	2
3	Asiatic Fleet.....	343 3	330 0	43 0	20 0	23 0	12 0	3
4	Special service.....	329 0	321 6	41 6	21 9	23 6	14 7	4
5	Special service.....	322 0	310 0	44 0	23 0	21 6	10 3	5
6	Navy-yard, Portsmouth.....	275 0	264 6	39 3	20 0	19 0	12 0	6
7	Asiatic Fleet.....		^a 277 0	39 0	23 0	21 6	10 5	7
8	Special service.....	258 0	249 0	37 6	22 0	19 0	7 6	8
9	Atlantic Fleet.....	264 3	261 6	39 3	17 2	19 7	14 2	9
10	Navy-yard, Norfolk.....	295 3	^a 282 6	35 1	24 2	22 5	12 3	10
11	Naval station, Cavite.....	300 0	287 0	30 0	24 0	21 3	11 0	11
12	Atlantic Fleet.....	320 0	312 0	41 0	20 6	22 11	10 9	12
13	Naval station, Cavite.....	245 0	234 0	33 6	15 6	16 10	9 10	13
14	Not yet building.....	465 9	450 0	60 1	34 0	^d 26 0	^e d 15 7	14
15	Pacific Squadron.....	297 1	283 0	40 0	26 2	22 8	15 6	15
16	Prison ship, navy-yard, Ports- mouth, N. H.	302 9	288 0	38 10	18 3½	21 6	10 6	16
17	Navy-yard, League Island.....	284 0	275 0	37 0	23 6	22 8	11 9	17
18	Not yet building.....	465 9	450 0	60 1	34 0	^d 26 0	^e d 15 7	18

	Indicated horse- power.	Bunker capacity.	Cargo capacity for coal.	Battery.	Complement.		Date of first and latest commission.	
					Officers.	Men.		
		<i>Tons.</i>	<i>Tons.</i>					
1	1,050	813	3,400	4 3-pdr. and 4 Colts.....	6	77	{ May 20, 1898 Feb. 21, 1905 }	1
2	3,000	500	5,000	1 6-pdr.....	10	98	May 21, 1898	2
3	1,026	800	4,200	1 6-pdr.....	8	66	{ June 1, 1898 Mar. 14, 1900 }	3
4	1,200	547	4,000	1 6-pdr.....	9	66	{ May 27, 1898 Mar. 8, 1902 }	4
5	1,500	761	3,156	.....	12	66	{ May 13, 1898 Nov. 4, 1905 }	5
6	1,100	480	2,300	1 6-pdr.....	8	45	June 7, 1898	6
7	.....	167	2,900	1 6-pdr.....	6	45	{ Apr. 27, 1898 July 19, 1900 }	7
8	.....	188	1,800	.....	5	45	{ Apr. 16, 1898 Aug. 11, 1905 }	8
9	1,100	200	2,200	1 6-pdr.....	7	45	May 21, 1898	9
10	1,200	225	2,400	.....	9	45	{ Aug. 9, 1898 Aug. 2, 1904 }	10
11	1,400	400	2,900	1 6-pdr.; 2 37 mm R. C.....	7	45	.....	11
12	1,000	300	3,500	1 6-pdr.....	9	45	{ June 8, 1898 Oct. 4, 1900 }	12
13	.....	200	1,400	.....	5	45	{ May 26, 1898 July 21, 1906 }	13
14	^h 7,500	1,576	{ 5,600 to 6,410 }	4 3" R. F.....	19	213	.....	14
15	1,500	335	2,400	1 6-pdr.....	7	66	{ Apr. 11, 1898 Dec. 2, 1903 }	15
16	.....	380	3,000	1 6-pdr.....	6	171	{ Apr. 30, 1898 July 11, 1903 }	16
17	^h 926	409	2,672	1 6-pdr.....	8	66	{ Apr. 16, 1898 Aug. 24, 1906 }	17
18	^h 7,500	1,576	{ 5,600 to 6,410 }	4 3" R. F.....	19	213	.....	18

^c Formerly Ontario.

^d Mean, estimated.

^e Ballast condition.

^f Formerly Erie.

^g Subject to possible change.

^h Estimated.

HOSPITAL AND

	Name.	Material.	Type.	Rig.	Built.			
					When.	Where.	By whom.	
1	Arethusa...	Steel.	Tank steamer.	Schooner...	1893	Stockton.....	Craig, Taylor & Co.	1
2	Celtic.....	Steel.	Refrigerator ship	2-pole masts	1891	Belfast, Ireland..	Workman, Clark & Co. (Limited)	2
3	Culgoa.....	Steel.	Supply ship...	Schooner...	1889	Sunderland, England.	J. L. Thompson & Son.	3
4	General Alava. ^c	Steel.	Transport....	Schooner...	1895	Dumbarton, Scotland ^d	A. McMillan & Son	4
5	Glacier.....	Steel.	Refrigerator ship	Schooner...	1891	Sunderland, England.	J. L. Thompson & Son.	5
6	Hancock ^e ...	Iron..	Transport....	Schooner...	1879	Glasgow, Scotland.	.....	6
7	Iris.....	Iron..	Supply and repair ship.	Brigantine..	1885	Newcastle, England.	A. Leslie & Co...	7
8	Lawton ^f ...	Steel.	Transport....	Schooner...	1890	Chester, Pa.....	Delaware River Co.	8
9	Manila ^g ...	Iron..	Gunboat.....	Schooner...	1881	Leith, Scotland..	.....	9
10	Peoria.....	Steel.	Pilot boat converted into auxiliary gunboat.	Schooner...	1897	Philadelphia, Pa.	Neale & Levy..	10
11	Rainbow...	Steel.	Station and distilling ship.	Schooner...	1890	Sunderland, England.	James Laing....	11
12	Relief ^h ...	Steel.	Hospital ship.	Schooner...	1896	Chester, Pa.....	Delaware River Co.	12
13	Solace.....	Steel.	Hospital ship.	Schooner...	1896	Newport News, Va.	Newport News S. B. & D. D. Co.	13
14	Supply.....	Iron..	Supply ship...	Schooner...	1873	Philadelphia, Pa.	Wm. Cramp & Son.	14

	Name.	Displacement.	Tons per inch normal draft.	Tonnage. ⁱ		Type of engine and boilers.	Speed.	
				Gross.	Net, for Suez Canal.			
		Tons.		Tons.	Tons.		Knots.	
1	Arethusa...	16,300	.....	3,319	.....	.....	.....	1
2	Celtic.....	8,000	30.0	3,738	.....	(Single screw vertical triple expansion; Scotch.	10.5	2
3	Culgoa.....	5,725	26.5	3,325	.....	Single screw triple expansion.....	13.5	3
4	General Alava.	1,115	.....	740	.....	(Single screw triple expansion; cylindrical.	10.5	4
5	Glacier.....	17,000	.....	4,154	.....	Single screw triple expansion.....	12.5	5
6	Hancock...	.....	.....	5,305	.....	.....	.....	6
7	Iris.....	16,100	23.3	2,723	1,923	(Single screw compound vertical; Scotch.	10.0	7
8	Lawton...	.....	.....	3,497	.....	.....	.....	8
9	Manila...	1,756	10.0	.....	.....	(Single screw two-cylinder compound; Scotch.	10 to 11	9
10	Peoria.....	487	.....	335	.....	Vertical compound.....	.....	10
11	Rainbow...	4,360	26.5	3,455	2,254	Single screw vertical triple expansion.	12.0	11
12	Relief.....	.....	.....	3,094	.....	.....	.....	12
13	Solace.....	5,700	.....	3,801	.....	Single screw vertical inverted triple expansion.	15.0	13
14	Supply.....	4,460	25.0	3,422	2,002	(Single screw inverted triple expansion.	9.66	14

^a On water line.^b Extreme.^c Originally purchased by War Department.^d Engine by David Rowen & Son, of Glasgow.^e Transferred from the Army Nov. 8, 1902.^f Transferred from the Army Nov. 12, 1902.

SUPPLY SHIPS.

Condition or service June 30, 1906.		Length.	Breadth.	Draft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1	Navy-yard, League Island.....	332 0	42 2	18 8	1
2	Special service.....	a 371 4	b 44 7	b 24 9	2
3	Navy-yard, New York.....	334 4	43 0	18 0	3
4	Naval station, Cavite.....	212 6	29 9	11 0	4
5	Special service.....	353 0	46 1	25 0	5
6	Receiving ship, navy-yard, New York.....	a 450 2	45 4	27 7	6
7	Asiatic Fleet.....	a 309 3	39 0	24 0	7
8	Transport service to Manila.....	a 321 0	43 2	17 6	8
9	Prison ship, navy-yard, Mare Island.....	209 3	31 2	13 0	9
10	Naval station, San Juan.....	a 131 0	25 0	10 6	10
11	Asiatic Fleet.....	326 9	41 1	16 6	11
12	Navy-yard, Mare Island.....	200 8	46 0	21 0	12
13	Repairing, navy-yard, Mare Island.....	361 2	44 0	22 0	13
14	Station ship, Guam.....	342 7	43 0	19 10	14

	Indicated horse-power.	Bunker capacity.	Battery.	Complement.		Date of first and latest commission.	
				Officers.	Men.		
		<i>Tons.</i>					
1			1 6-pdr.....	5	49	{ July 18, 1906	1
2	11,600	739	2 6-pdr. Maxim.....	9	123	{ May 25, 1898	2
3	2,350	957		9	194	{ Oct. 19, 1905	3
4	770	240	{ 2 6-pdr. R. F.....	8	88	{ Mar. 9, 1900	4
			{ 2 3-pdr. R. F.....			{ June 11, 1904	
			{ 2 6 ^{mm} A.....				
5	1,750	917		8	146	{ July 5, 1898	5
6		2,428			202	{ Sept. 15, 1905	
						{ Nov. 20, 1902	
7	1,320	340		8	66	{ Sept. 21, 1903	6
						{ Apr. 1, 1898	
						{ July 1, 1905	
8		495	2 6-pdr. R. F.....	21	155	{ Apr. 18, 1905	8
9	750	186		10	92	{ July 4, 1898	9
10		68	{ 4 3-pdr. H.....	6	32	{ May 15, 1898	10
			{ 2 37 ^{mm} H.....			{ Apr. 8, 1903	
			{ 1 Colts.....				
11	1,800	1,139	{ 6 6-pdr. R. F.....	3	280	{ July 18, 1898	11
			{ 6 1-pdr. R. F.....			{ Dec. 1, 1901	
			{ 2 .30-cal. Colts.....				
12				14	168		12
13	3,200	1,000	3 6-pdr.....	12	148	{ Apr. 14, 1898	13
14	1,069	1,029	{ 6 6-pdr. R. F.....	10	131	{ Aug. 1, 1902	14
			{ 4 1-pdr. R. F.....				
			{ 2 6 ^{mm} Colts.....				

a Captured during war with Spain on May 1, 1898.

b Transferred from the Army Nov. 13, 1902.

† Subject to possible change.

‡ Estimated.

NOTE.—The Zafiro was stricken from the Navy list Jan. 11, 1906.

Coal barges assigned for use of Bureau of Equipment.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>			
1.....	215 3	33 2	Culebra Island.....	Baltimore, Md., purchased 1898.	Steel.
4.....	128 3	23 9	Norfolk, Va.....	do.....	Wood, sheathed.
5.....	128 3	23 9	do.....	do.....	Do.
6.....	105 0	25 0	San Juan, P. R.....	Milton, Fla., purchased 1898.	Do.
7.....	103 0	33 4	Key West, Fla.....	Port Tampa, Fla., purchased 1898.	Do.
8.....	99 11	30 0	do.....	Jacksonville, Fla., purchased 1898.	Do.
9.....	103 0	25 3	San Juan, P. R.....	Received from War Dept., 1898.	Do.
10.....	102 4	25 4	do.....	Port Tampa, Fla., purchased 1898.	Do.
11.....	185 0	36 0	Puget Sound, Wash.....	Freeport, Me., 1857.	Wood.
14.....	75 0	37 6	Honolulu, Hawaii.....	Honolulu, H. I., 1898.	Wood, sheathed.
15.....	75 0	37 6	do.....	do.....	Do.
18.....	75 0	25 0	Puget Sound, Wash.....	Navy-yard, Puget Sound, 1900.	Do.
19.....	75 0	25 0	do.....	do.....	Do.
20.....	89 0	30 4	Pensacola, Fla.....	Navy-yard, Pensacola, Fla., 1901.	Do.
21.....	90 0	30 4	do.....	do.....	Do.
23.....	105 0	31 6	Guantanamo, Cuba.....	do.....	Do.
24.....	105 0	31 6	do.....	do.....	Do.
25.....	69 0	18 6	Cavite, P. I.....	Naval station, Cavite, P. I., 1901.	Steel.
26.....	69 0	18 6	do.....	do.....	Do.
27.....	69 0	18 6	do.....	do.....	Do.
28.....	69 0	18 6	do.....	do.....	Do.
29.....	69 0	18 6	do.....	do.....	Do.
30.....	69 0	18 6	do.....	do.....	Do.
31.....	48 0	16 0	do.....	do.....	Do.
32.....	48 0	16 0	do.....	do.....	Do.
33.....	110 0	28 0	Mare Island, Cal.....	Navy-yard, Mare Island, 1900.	Do.
34.....	85 6	22 3	Cavite, P. I.....	Naval station, Cavite, P. I., 1902.	Do.
35.....	85 6	22 3	do.....	do.....	Do.
36.....	69 0	18 6	do.....	do.....	Do.
37.....	69 0	18 6	do.....	do.....	Do.
38.....	90 0	28 0	Puget Sound, Wash.....	Olympia, Wash., 1902.	Wood, sheathed.
39.....	90 0	28 0	do.....	do.....	Do.
40.....	90 0	28 0	do.....	do.....	Do.
41.....	90 0	28 0	do.....	do.....	Do.
42.....	110 0	28 0	Mare Island, Cal.....	Navy-yard, Mare Island, Cal., 1901.	Steel.
43.....			Pichilique Bay.....	La Paz, Mexico, 1902.	Wood.
44.....			do.....	do.....	Do.
45.....			do.....	do.....	Do.
46.....			do.....	do.....	Do.
47.....			do.....	do.....	Do.
48.....			do.....	do.....	Do.
49.....	86 2	29 2	Frenchmans Bay.....	Bangor, Me., 1902.	Wood, sheathed.
50.....	86 2	29 2	do.....	do.....	Do.
51.....	86 2	29 2	do.....	do.....	Do.
52.....	86 2	29 2	do.....	do.....	Do.
53.....	86 2	29 2	New London, Conn.....	Navy-yard, New York, 1902.	Do.
54.....	86 2	29 2	do.....	do.....	Do.
55.....	86 2	29 2	Guantanamo, Cuba.....	Navy-yard, Pensacola, Fla., 1902.	Do.
56.....	86 2	29 2	do.....	do.....	Do.
57.....	86 2	29 2	Culebra Island.....	do.....	Do.
58.....	86 2	29 2	San Juan, P. R.....	do.....	Do.
59.....	86 2	29 2	Culebra Island.....	do.....	Do.
60.....	86 2	29 2	do.....	do.....	Do.
62.....	86 2	29 2	do.....	Navy-yard, Norfolk, Va., 1902.	Do.
64.....	86 2	29 2	San Juan, P. R.....	do.....	Do.
65.....	86 2	29 2	Guantanamo, Cuba.....	do.....	Do.
66.....	86 2	29 2	do.....	do.....	Do.
67.....	86 2	29 2	Norfolk, Va.....	do.....	Do.
68.....	86 2	29 2	do.....	do.....	Do.
69.....	108 0	25 4	do.....	do.....	Steel.
70.....	86 2	29 2	Mare Island, Cal.....	Navy-yard, Mare Island, Cal., 1902.	Wood.
71.....	86 2	29 2	do.....	do.....	Do.
72.....	86 2	29 2	do.....	do.....	Do.
73.....	86 2	29 2	do.....	do.....	Do.
74.....	108 0	23 4	Norfolk, Va.....	Navy-yard, Norfolk, Va., 1902.	Steel.
75.....	48 0	15 0	Cavite, P. I.....	Manila, P. I., 1903.	Do.
76.....	48 0	15 0	do.....	do.....	Do.
77.....	48 0	15 0	do.....	do.....	Do.
78.....	48 0	15 0	do.....	do.....	Do.
79.....	108 0	23 4	Portsmouth, N. H.....	Navy-yard, Portsmouth, N. H., 1903.	Do.
80.....	108 0	23 4	do.....	do.....	Do.
81.....	108 0	23 4	New York.....	Navy-yard, N. Y., 1903.	Do.
82.....	108 0	23 4	do.....	do.....	Do.

Coal barges assigned for use of Bureau of Equipment—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>			
83.....	86 2	29 2	League Island, Pa.....	Navy-yard, League Island, Pa., 1903.	Wood, sheathed.
84.....	86 2	29 2	do.....	do.....	Do.
85.....	86 2	29 2	Pensacola, Fla.....	Navy-yard, Pensacola, Fla., 1903.	Do.
86.....	86 2	29 2	do.....	do.....	Do.
87.....	86 2	29 2	do.....	do.....	Do.
88.....	108 0	23 4½	Bradford Coal Depot, R. I.....	Navy-yard, Portsmouth N. H., 1903.	Steel.
89.....	108 0	23 4½	do.....	do.....	Do.
90.....	86 2	29 2	do.....	Navy-yard, Boston, Mass., 1903.	Wood, sheathed, with flash boards.
91.....	86 2	29 2	do.....	do.....	Do.
92.....	86 2	29 2	do.....	do.....	Do.
93.....	86 2	29 2	do.....	do.....	Do.
94.....	86 2	29 2	do.....	do.....	Do.
95.....	86 2	29 2	do.....	do.....	Do.
96.....	86 2	29 2	do.....	do.....	Wood, sheathed, with house.
97.....	86 2	29 2	do.....	do.....	Do.
98.....	86 2	29 2	do.....	do.....	Do.
99.....	86 2	29 2	do.....	do.....	Do.
100.....	86 2	29 2	Boston, Mass.....	do.....	Wood, sheathed, with flash boards.
101.....	86 2	29 2	do.....	do.....	Do.
102.....	86 2	29 2	do.....	do.....	Do.
103.....	86 2	29 2	do.....	do.....	Do.
104.....	86 2	29 2	do.....	do.....	Do.
105.....	86 2	29 2	do.....	do.....	Do.
106.....	86 2	29 2	Pensacola, Fla.....	Navy-yard, Pensacola, Fla., 1903.	Do.
107.....	86 2	29 2	do.....	do.....	Do.
108.....	86 2	29 2	do.....	do.....	Do.
109.....	86 2	29 2	do.....	do.....	Do.
111.....	86 2	29 2	Dry Tortugas.....	Navy-yard, Pensacola, Fla., 1904.	Wood, sheathed.
112.....	86 2	29 2	do.....	do.....	Do.
113.....	86 2	29 2	do.....	do.....	Do.
114.....	86 2	29 2	do.....	do.....	Do.
116.....	45 0	20 0	Island of Guam.....	Navy-yard, Mare Island, Cal., 1905.	Do.
117.....	45 0	20 0	do.....	do.....	Do.
118.....	110 0	30 0	Norfolk, Va.....	Navy-yard, Norfolk, Va., 1905.	Do.
119.....	110 0	30 0	do.....	do.....	Do.
120.....	110 0	30 0	do.....	do.....	Do.
121.....	110 0	30 0	do.....	do.....	Do.
122.....	86 2	29 2	Almirante Bay.....	Navy-yard, Pensacola, Fla., 1904.	Do.
123.....	86 2	29 2	Guantanamo, Cuba.....	do.....	Do.
124.....	86 2	29 2	Norfolk, Va.....	Navy-yard, Norfolk, Va., 1905.	Do.
125.....	110 0	30 0	do.....	do.....	Do.
126.....	110 0	30 0	Pensacola, Fla.....	Navy-yard, Pensacola, Fla., 1905.	Wood, sheathed, with flash boards.
127.....	110 0	30 0	Building, navy-yard, New York, N. Y.....	Navy-yard, New York, N. Y., 1905.	Do.
128.....	110 0	30 0	do.....	do.....	Do.
129.....	110 0	30 0	Building, navy-yard, Mare Island, Cal.....	Navy-yard, Mare Island, Cal., 1906.	Do.
130.....	110 0	30 0	do.....	do.....	Do.
131.....	110 0	30 0	do.....	do.....	Do.
132.....	110 0	30 0	do.....	do.....	Do.

Ash lighters, assigned for use of Bureaus of Equipment and Yards and Docks.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>			
1.....	26 10	14 1	Key West, Fla.....	Key West, Fla., purchased 1898..	Wood, sheathed.
2.....	23 9	10 0	.....do.....	.....do.....	Do.
3.....	24 0	10 4	.....do.....	.....do.....	Do.
4.....	30 10	12 9	Boston, Mass.....	Boston, Mass., purchased 1899..	Steel, wood, sheathed.
5.....	24 0	10 0	Puget Sound, Wash..	Puget Sound, Wash., 1901.....	Wood, sheathed.
6.....	35 5	10 5	San Juan, P. R.....	San Juan, P. R., purchased 1901..	Do.
7.....	54 5	23 0	Pensacola, Fla.....	Pensacola, Fla., 1901.....	Do.
8.....	33 9	8 5	Naval Academy, Annapolis, Md.	Unknown.....	Do.
9.....	36 9	15 9	.....do.....	Norfolk, Va., 1897.....	Do.
11.....	110 0	37 0	Building, Pensacola, Fla.	Navy-yard, Pensacola, Fla., 1905.	Do.
13.....	50 0	20 0	Bradford coal depot, R. I.	Navy-yard, Boston, Mass., 1905.	Do.
14.....	50 0	20 0	Boston, Mass.....	.....do.....	Do.
.....	100 6	30 0	Washington, D. C., Department Yards and Docks.	Navy-yard, Norfolk, Va., 1905..	Steel.

Water barges assigned for use of Bureau of Equipment.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>			
1.....	125 0	30 6	Key West, Fla.....	New York, N. Y., purchased 1898	Steel.
2.....	170 0	33 0	Culebra.....	.....do.....	Do.
3.....	67 6	16 2	.....do.....	Elizabethport, N. J., 1898.....	Do.
4.....	144 0	23 0	Guantanamo, Cuba..	.....do.....	Do.
5.....	144 0	23 0	Boston, Mass.....	.....do.....	Do.
6.....	40 0	16 0	U. S. Naval Training Station, Newport, R. I.	Navy-yard, New York, N. Y., 1898.	Wood.
7.....	82 9½	19 11½	Cavite, P. I.....	Cavite, P. I., purchased 1900...	Do.
9.....	82 0	22 2½	Port Royal, S. C.....	Port Royal, S. C., 1898.....	Steel.
10.....	142 3	22 6	Puget Sound, Wash..	Navy-yard, Puget Sound, Wash., 1903.	Do.
11.....	92 0	17 0	Bradford coal depot, R. I.	Navy-yard, New York, N. Y., 1904.	Do.
12.....	120 0	23 6	Norfolk, Va.....	Navy-yard, Norfolk, Va., 1904..	Do.
13.....	92 0	17 0	Building, Pensacola, Fla.	Navy-yard, Pensacola, Fla., 1904.	Do.
14 ^a	80 0	30 0	Guantanamo, Cuba..	Pusey & Jones, Wilmington, Del., 1905.	Do.
15.....	92 0	17 0	Naval Station, Hawaii.	Navy-yard, Mare Island, Cal., 1905.	Do.
16.....	120 0	23 6	Building, navy-yard, Mare Island, Cal.	.....do.....	Self-propelled.
17.....	154 0	22 8	Building, navy-yard, Portsmouth, N. H.	Navy-yard, Portsmouth, N. H., 1905.	Do.

^a Water barge No. 14 used for the transportation of water, coal, and ashes at Guantanamo, Cuba, was built by the Pusey & Jones Co., Wilmington, Del., by contract with the Bureau of Equipment.

Ammunition lighters assigned for use of Bureau of Ordnance.

Official number or name.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>			
1.....	61 0	21 0	Mare Island, Cal....	Navy-yard, Mare Island, Cal., 1899.	Steel.
2.....	61 0	21 0	do.....	do.....	Do.
3.....	61 0	21 0	Puget Sound, Wash.	Navy-yard, Puget Sound, Wash., 1901.	Do.
4.....	61 0	21 0	do.....	do.....	Do.
5.....	94 8	23 10	League Island, Pa..	Purchased 1898.....	Wooden scow, with deck house.
6.....	100 7½	30 1½	Navy-yard, Washington, D. C.	Navy-yard, Norfolk, Va., 1902.	Steel.
7.....	90 0	25 4	Cavite, P. I.....	Cavite, P. I., 1902.....	Steel, with mast and steam hoisting gear.
8.....	110 0	28 6	Building, Cavite, P. I.	Naval station, Cavite, P. I., 1903.	Steel, steam, with fittings complete.
9.....	100 7½	30 1½	Navy-yard, Washington, D. C.	Navy-yard, Norfolk, Va., 1904.	Steel.
10.....	86 2	29 2	League Island, Pa..	Navy-yard, League Island, Pa., 1904.	Wood, with deck house.
11. Torpedo	122 0	30 0	Building, navy-yard, New York, N. Y.	Navy-yard, New York, N. Y., 1905.	Steel, with mast and steam hoisting gear.
Grapeshot..	86 2	29 2	New York, N. Y....	Navy-yard, New York, N. Y., 1901.	Wood, covered steam hoisting apparatus.
Shrapnel...	86 2	29 2	do.....	do.....	Do.
Canister....	86 2	29 2	do.....	Navy-yard, New York, N. Y., 1903.	Do.

Miscellaneous lighters, derricks, barges, etc.

Number or name.	Kind.	Length.	Breadth.	Present location and department assigned to.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>			
No. 1.....	Third-class tugboat.	62 0	9 3½	Newport, R. I., Ordnance.	New York Navy-Yard.	Used for class instruction.
No. 2.....	do.....	62 0	9 3½	do.....	Navy-yard, New York.	Do.
No. 1.....	Barge.			Navy-yard, Washington, Ordnance.	Baltimore, Md.	Wood.
No. 2.....	do.....			do.....	do.....	Do.
No. 3.....	do.....			do.....	New York, N. Y.	Steel.
	Powder hoy.	55 0	17 0	Navy-yard, Norfolk, Ordnance.		Do.
Defence....	Lighter.....	83 0	30 6	Navy-yard, New York, Supplies and Accounts.	Purchased, Perth Amboy, N. J.	Wood, covered.
Supply.....	do.....	80 0	28 0	do.....	Navy-yard, New York.	Steel.
Transport..	do.....	96 0	32 0	do.....	do.....	Wood.
No. 1.....	do.....			Naval Station, Key West, Supplies and Accounts.	Purchased, Punta Gorda, Fla.	Do.
Leslie.....	Fire boat...	75 0	18 0	Navy-yard, Mare Island, Yards and Docks.	Navy-yard, Mare Island, Cal.	Do.
Scow A.....	do.....	40 6	20 3	Navy-yard, League Island.	do.....	Wooden, with deck house.
No. 1.....	Coal scow...	80 0	25 0	Port Royal, Equipment Department.	Naval station, Port Royal.	Wood, sheathed.
No. 2.....	do.....	80 0	25 0	do.....	do.....	Do.
	Lighter.....	50 0	30 0	Naval Academy, Annapolis Md.	Navy-yard, Norfolk, Va.	Do.
	do.....	50 0	30 0	Naval Academy	do.....	Wood, sheathed.

Miscellaneous lighters, derricks, barges, etc.—Continued.

Number or name.	Kind.	Length.	Breadth.	Present location and department assigned to.	Where and when built or purchased.	Remarks.
Dart.....	Ferry launch	<i>Ft. in.</i> 70 0	<i>Ft. in.</i> 16 7	Navy-yard, Mare Island.	Navy-yard, Mare Island, 1898	Steam launch No. 308.
.....do.....	.....do.....	70 9	18 3½	Building, Mare Island.	.....do..... 1904	Steam launch No. 621.
	Covered lighter.	86 2	29 2	Naval Training Station, Newport, R. I.	Navy-yard, New York, N. Y., 1904	Wood, with deck house.
	Lighter.....	40 10	16 1	Naval Training Station, Newport, R. I., Bureau of Navigation.	.....do..... (a)	
Gangley....	.....do.....	50 8	20 6	Cavite, P. I., Yards and Docks.	Unknown..... (a)	Wood.
	Float.....	35 6	10 6	Naval Academy	Norfolk..... 1900	Do.
	.....do.....	35 6	10 6	.....do.....	.....do..... 1900	Do.
No. 9.....	Lighter.....	47 2	20 2	Navy-yard, Pensacola, Yards and Docks.	Pensacola, Fla., 1899	
	Torpedo barge.	55 0	26 0	Naval Academy	Navy-yard, Norfolk, Va., 1903	Wood, sheathed.
	Scow.....	36 0	15 0	.....do.....	.....do..... 1896	Do.
	Dumping scow No.1.	110 0	29 0	Navy-yard, New York, N. Y., Yards and Docks.	Unknown..... 1899	Wood.
	Dumping scow No.2.	110 0	29 0	Navy-yard, New York, N. Y.	Navy-yard, New York, N. Y., 1903	Do.
No. 1.....	Garbage lighter.	110 0	29 8	Boston, Mass., Yards and Docks.	Navy-yard, Boston, Mass., 1905	Wood, self-dumping.
No. 2.....	Anchor hoy.	81 0	30 0	Navy-yard, New York, N. Y., Yards and Docks.	Navy-yard, New York, N. Y., 1904	Wood, with deck house over hoisting machinery.
	Anchor hoy.	82 3	26 9	.....do.....	.....do..... 1890	Wood. Condemned. For sale. Hoisting machinery transferred to anchor hoy No. 2.
	Ferry No. 1.	49 6	11 6	.....do.....	.....do..... (a)	Wood.
	Ferry No. 2.	55 4	13 6	Navy-yard, New York.	.....do..... 1903	Steel.
	Ferry No. 3.	55 4	13 7½	.....do.....	.....do..... 1905	Steel, with chain propulsion.
Transfer...	Steam freight barge.	110 0	30 0	Navy-yard, New York, Supplies and Accounts.	.....do..... 1904	Steel, with deck house.
	Camel (float).	15 0	5 0	Key West, Fla..	Naval station, Key West, Fla., 1905	Wood.
	.....do.....	15 0	5 0	.....do.....	.....do..... 1905	Do.
Robert Center.	Sloop.....	66 6	12 4½	Naval Academy, Annapolis, Md.	Unknown.....	Do.
Steam engineering floating derrick.	Revolving pontoon.	66 6	60 8	Navy-yard, New York, N. Y., Steam Engineering.	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa., 1886	Steel.
Dewey.....	Scow.....	57 5	22 1	Navy-yard, Boston. Construction and Repair.	Navy-yard, Boston., 1892	5-ton derrick, scow.
	.....do.....	50 0	25 0	Naval Academy	Navy-yard, Norfolk, Va., 1896	Steel, steam derrick, 10 tons.

a Unknown.

Miscellaneous lighters, derricks, barges, etc.—Continued.

Number or name.	Kind.	Length.	Breadth.	Present location and department assigned to.	Where and when built or purchased.	Remarks.
Victor.....		<i>Ft. in.</i> 95 6	<i>Ft. in.</i> 33 0	Navy-yard, New York, Ordnance Department.	New York, N. Y. 1898	Steam derrick, 20 tons.
Ajax.....	Steam derrick scow.	75 0	25 0	Navy-yard, Puget Sound, Construction and Repair.	Navy-yard, Puget Sound. 1900	Wood.
Floating crane.	.....do.....	62 1½	35 10	Navy-yard, League Island, Construction and Repair.	Navy-yard, League Island. 1900	Steam derrick, 20 tons.
Red Dome	Derrick.....	67 11½	30 0	Navy-yard, Norfolk, Va.	Navy-yard, Norfolk, Va. 1902	Steel, 10-ton steam floating revolving derrick.
	Derrick barge.	60 0	30 0	Naval Academy	.....do..... 1903	Wood, sheathed, 10-ton steam floating derrick.
Hercules...	Cantilever pontoon crane.	100 0	60 0	Navy-yard, New York, N. Y., Yards and Docks.	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa.; hoisting machinery and arm by Brown Hoisting Machinery Co., Cleveland, Ohio. 1903	Steel.
	Derrick barge.	45 0	19 0	Naval Torpedo Station, Newport, R. I.	Herreshoff Manufacturing Co. 1904	Wood.
Alpha.....	Floating derrick and machine shop.	105 0	36 1½	Navy-yard, New York, N. Y., Construction and Repair.	Navy-yard, New York, N. Y. 1904	Steel, 10-ton steam floating revolving derrick.
	.....do.....	68 0	30 0	Navy-yard, Boston, Mass., Construction and Repair.	Navy-yard, Boston, Mass. 1904	Do.
	Barge.....	45 0	20 0	Building, navy-yard, Mare Island.	Navy-yard, Mare Island, Cal. 1905	Wood, sheathed.
	Cargo lighter.	40 0	20 0	Building, naval station, Guantanamo, Cuba.	Naval station, Guantanamo, Cuba. 1906	Do.
	.....do.....	40 0	20 0	.....do.....	.....do..... 1906	Do.
	Pontoon (float).	50 0	15 0	Naval station, New Orleans.	Naval station, New Orleans. 1905	Wood.
No. 681.....	Working launch.	65 0	13 0	Building, naval station, Cavite.	Naval station, Cavite, P. I. 1905	Wood, sheathed, steam, self-propelled.
No. 682.....	.....do.....	65 0	13 0	.....do.....	.....do..... 1905	Do.
No. 683.....	.....do.....	65 0	13 0	.....do.....	.....do..... 1905	Do.
No. 684.....	.....do.....	65 0	13 0	.....do.....	.....do..... 1905	Do.
No. 685.....	.....do.....	65 0	13 0	.....do.....	.....do..... 1905	Do.
No. 686.....	.....do.....	65 0	13 0	.....do.....	.....do..... 1905	Do.
No. 687.....	.....do.....	65 0	13 0	.....do.....	.....do..... 1905	Do.
Wicomico..	Steam tug-boat.	79 0	14 0	Naval station, New Orleans.	Purchased from Christie & Lowe, New Orleans, La. 1905	Wood, with deck house.
	Float "A".	50 3	20 3	Naval station, Cavite, P. I.	Naval station, Cavite, P. I. 1906	Wood, copper sheathed.

List of yard tugs (not otherwise reported) at the United States naval station, Cavite, P. I.

Name.	Length.	Breadth inside fenders.	Received from and date.	Department assigned to.	Condition.	Remarks.
Balanga...	<i>Ft. in.</i> 69 0	<i>Ft. in.</i> 13 0	Captured with navy-yard.	Yards and docks.	Fair.....	Wood.
Barcelo....	69 10	12 8	do.....	Flagship.....	do.....	Do.
Basco.....	(a)	(a)	(a)	(a)	(a)	(a)
Christine...	86 6	13 0	Purchased in Hongkong May, 1902.	Flagship.....	Good.....	Composite.
Este.....	72 4	11 8	Captured with navy-yard.	Yards and docks.	Fair.....	Iron sheathed.
Iona.....	51 11	10 3	do.....	Commandant.	do.....	Wood.
Mercedes...	53 6	9 2	Returned to Navy by customs au- thorities Nov. 15, 1902.	Steam Engi- neering.	Good.....	Do.
Otalora....	63 11	10 6	Raised in Pasig River early in 1899.	Yards and docks.	Poor.....	Iron.
Petrelita...	56 0	10 3	Captured with navy-yard.	do.....	Fair.....	Wood.
Sur.....	72 4	11 8	do.....	do.....	do.....	Iron sheathed.

Cascos at the United States naval station, Cavite, P. I.

Regis- tered No.	Dimensions.		Date received.	Department assigned to.	Condition.	Remarks.
	Length.	Breadth.				
	<i>Ft. in.</i>	<i>Ft. in.</i>				
4	86 0	12 4	Sept. 29, 1898	Yards and docks.	Fair.....	Olongapo.
5	85 0	11 0	Aug. 24, 1898	do.....	do.....	
7	62 10	18 9	Aug. 22, 1898	do.....	Good.....	
8	92 4	13 0	Aug. 23, 1898	do.....	Fair.....	
9	79 0	11 6	do.....	do.....	Poor.....	
10	86 0	11 0	Sept. 29, 1898	do.....	do.....	
11	83 0	12 0	Aug. 22, 1898	do.....	Fair.....	
12	80 0	18 0	do.....	do.....	Good.....	
13	82 0	11 0	Aug. 23, 1898	do.....	Poor.....	
14	88 0	12 3	Aug. 22, 1898	do.....	Fair.....	
15	86 0	13 0	Aug. 24, 1898	do.....	do.....	
16	93 0	18 0	(a)	do.....	do.....	
17	140 0	14 0	July —, 1899	do.....	do.....	
19	76 0	9 8	July 20, 1899	do.....	do.....	
20	83 0	11 0	Aug. 15, 1899	do.....	do.....	
22	80 0	18 2	do.....	do.....	Good.....	Do.
24	(a)	(a)	(a)	(a)	(a)	
25	(a)	(a)	(a)	(a)	(a)	
26	(a)	(a)	(a)	(a)	(a)	
26	(a)	(a)	(a)	(a)	(a)	

a No record.

Summary of vessels in the United States Navy, June 30, 1906.

Type.	Fit for service, including those under repair.	Under construction.	Authorized.	Unfit for sea service.	Total.
First-class battle ships.....	16	9	3		28
Second-class battle ships.....	1				1
Armored cruisers.....	6	6			12
Armored ram.....	1				1
Single-turret harbor-defense monitors.....	4				4
Double-turret monitors.....	6				6
Protected cruisers.....	20	2			22
Unprotected cruisers.....	3				3
Scout cruisers.....		3			3
Gunboats.....	9				9
Gunboat for Great Lakes (not begun).....			1		1
Light-draft gunboats.....	3				3
Composite gunboats.....	8				8
Training ship (Naval Academy) sheathed.....	1				1
Training ships.....		2			2
Training brigantine.....	1				1
Special class (Dolphin, Vesuvius).....	2				2
Gunboats under 500 tons.....	15				15
Torpedo-boat destroyers.....	16		3		19
Steel torpedo boats.....	35				35
Wooden torpedo boat.....	1				1
Submarine torpedo boats.....	8	4			12
Iron cruising vessels, steam.....	7				7
Wooden cruising vessels, steam.....	6			10	16
Wooden sailing vessels.....	8			4	12
Tugs.....	41		2		43
Auxiliary cruisers.....	5				5
Converted yachts.....	23				23
Colliers.....	16		2		18
Supply ships.....	13				13
Hospital ship.....	1				1
Total.....	276	26	11	14	327

Very respectfully,

W. L. CAPPS,
Chief Constructor, U. S. Navy,
Chief of Bureau.

The SECRETARY OF THE NAVY.

REPORT OF THE CHIEF OF THE BUREAU OF STEAM ENGINEERING.

DEPARTMENT OF THE NAVY,
BUREAU OF STEAM ENGINEERING,
Washington, D. C., October 27, 1906.

SIR: In obedience to your order of August 8, the following annual report of the operations of this Bureau for the fiscal year ending June 30, 1906, is respectfully submitted, accompanied by a set of the annual estimates of the Bureau:

FINANCIAL STATEMENT.

Appropriation, Steam machinery, 1905-6.

Amount appropriated for fiscal year ending June 30, 1906, act approved March 3, 1905.....	\$3, 905, 000. 00
Amount of deficiency appropriation, act approved May 3, 1906.....	100, 000. 00
Total for fiscal year 1905-6.....	\$4, 005, 000. 00
Labor in navy-yards and stations in repair of steam machinery, boilers, etc., of naval vessels fitting for sea service, preservation and repair of tools, handling and preservation of materials, stores, etc.....	1, 954, 153. 99
Purchase of materials, stores, machine tools, freight, and incidental expenses.....	1, 241, 172. 85
Payments for repairs, materials, freight, and incidental expenses for ships on foreign stations.....	447, 585. 86
Total.....	3, 642, 912. 70
Less refunds by transfers in adjustment of appropriations and deposits by paymasters in transferring accounts.....	75, 442. 00
Total expenditure.....	3, 567, 470. 70
Balance in Treasury September 1, 1906, to meet outstanding obligations.....	437, 529. 30

GENERAL OPERATIONS OF THE BUREAU.

In addition to work in connection with the repair of vessels in commission, and fitting out, and the construction of new machinery building in navy-yards and by contract, all of which is briefly enumerated in succeeding pages, the work of the Bureau has been principally along the following lines:

Plans, specifications, and estimates were completed for the machinery of the battle ships Nos. 26 and 27, *South Carolina* and *Michigan*, and for the seagoing tugs Nos. 10 and 11, *Patapsco* and *Patuxent*.

Plans have been prepared and estimates made for new boiler installation for the *Massachusetts* and *New York*, for new boilers and condensers for the torpedo boat *Bailey*, and for installing new boilers in the tugs *Iwana*, *Choctaw*, and *Tecumseh*.

The general plans and details of machinery for seven 65-foot working launches for Cavite, begun last year, have been completed and the machinery is being built.

Preliminary plans and estimates have been made for a ferry boat for the Portsmouth Navy-Yard, and estimates for a lighter at Indian Head.

Last year the Bureau asked estimates and designs from navy-yards and outside firms for the purpose of deciding on a standard arrangement and type of machinery for 50-foot launches. Of these designs there are now four types building, one each at the navy-yards at Portsmouth, New York, Norfolk, and Mare Island. That building at Portsmouth, to be fitted with steam turbines, is nearing completion, and when the comparative trials between the different types have been held, that best suited to the requirements of the service can be selected as a standard.

Much work has also been done in designing a new and improved type of engine for steam launches.

The Bureau is designing a new type of standard evaporators; these comprise eight sizes, varying from 1,000 gallons to 8,000 gallons per twenty-four hours.

The examination of the working drawings of the machinery of vessels under construction entails a vast amount of work. Every detail drawing must be submitted for the Bureau's approval, and each one is carefully scrutinized for every vessel building, this being necessary to insure that the machinery is built in strict agreement with the contract plans and specifications. While this routine is followed for vessels building by contract, the same rigid inspection is required and given similar plans of new work building in the navy-yards.

Within the past year the actual machinery weights have been tabulated and the centers of gravity computed, in detail, for 25 naval vessels, and the estimated weights and centers of gravity computed for 4 new vessels; much work has also been done in tabulating results for use in estimating weights of machinery for proposed vessels and in working out and tabulating standards.

The rapid progress of the steam turbine elsewhere and its increasing application to marine propelling purposes, particularly by other countries (it being stated that the British Government has decided to install the turbine in all future war vessels), points to this as probably the most important engineering problem of the present day. It is a radical change, however, involving many new features, and the Bureau has pursued a conservative course in connection with the turbine, preferring to wait before adopting it extensively until it had been demonstrated as unquestionably the best system of propulsion for naval purposes. At the same time tests and inspections have been made whenever the opportunity offered, and extensive investigations

of the question have been carried on. It is believed that when the three scout cruisers now building (two with turbines and one with reciprocating engines) are completed and their trials have been held, comparative data of the utmost value will be obtained. As stated above, a 50-foot steam launch, to be fitted with turbine machinery, is building at the Portsmouth, N. H., Navy-Yard for comparison with boats of the same size fitted with reciprocating engines. For the purpose of securing further data in regard to turbine machinery and its operation, a representative of this Bureau, under orders from the Department, visited a number of plants where turbines are manufactured and others where they are in daily operation. The results of this inspection, covering thoroughly the field of turbine construction in the United States, are embodied in a report to the Bureau. An officer of this Bureau is at present abroad making a thorough investigation of marine turbine installations that are in operation and in contemplation.

GASOLINE MOTORS.

The following gasoline motors have been installed during the year:

One 25-horsepower "Standard," 4-cylinder, express type.

One 12-horsepower "Standard," 3-cylinder, for a 20-foot boat for torpedo-boat destroyers.

One 10-horsepower "Jaeger" motor, installed in the 28-foot whale-boat recently assigned to the *Maine*.

One 300-horsepower, 6-cylinder motor for the 60-foot Indian Head boat. This boat is in use between Washington and Indian Head.

One 300-horsepower "Standard," 6-cylinder, for a ferryboat at the navy-yard, Portsmouth, N. H.

A 75-horsepower Brownell & Triebert motor is soon to be installed in a 40-foot barge built at the Norfolk Navy-Yard.

Investigation has also been made along the line of the double-acting gasoline motors now building by the Standard Motor Construction Company, in which the weight of machinery per horsepower has been considerably reduced.

The designing of motors for naval use has been nearly completed for small 4-cycle engines for boats of the 20-foot type, with a 2-cylinder unit of 8 horsepower, which can be added to for larger boats. These boats are intended for destroyers and collier service.

The nature of the work done at the several navy-yards during the fiscal year was:

PORTSMOUTH NAVY-YARD.

Repairs were made to the machinery of the following naval vessels: *Don Juan de Austria*, *Eagle*, *Isla de Cuba*, *Potomac*, *Mayflower*, *Southery*, *Lebanon*, *Dolphin*, *Hannibal*, *Nezinscot*, and *Sioux*, as well as to the machinery of the yard launches and ferry. The repairs to the *Don Juan de Austria*, *Isla de Cuba*, *Eagle*, *Potomac*, and *Hannibal* were of an extensive nature, involving a thorough overhauling of the machinery. Fifty-three steam-cutter engines were built during the year.

Work has been done for other yard departments as follows: Ordnance, Equipment, and Yards and Docks. Practically all the gray

iron and brass castings required by these departments have been made in the foundry. Repairs have been made to all the steam generators in the yard.

Some of the buildings now in use at this yard, as well as most of the tools in them, are antiquated and entirely unsuited to modern requirements. A new machine shop has been completed, a new boiler shop begun, and an appropriation toward building a pattern shop is available, but an additional appropriation will be necessary for its completion. There is urgent need that a modern foundry building, forge, and pipe shop building, coppersmith shop, and blacksmith shop building, erecting shop and auxiliary power house, with proper equipment, be provided, and it is an imperative necessity that these buildings be erected if much benefit is to be derived from the appropriations that have already been made for this yard.

Referring to the last-mentioned building—an auxiliary power house—it appears to this Bureau that the Steam Engineering plant at the Portsmouth Navy-Yard is located so far away from the central power plant that it would be more economical to have an auxiliary plant located on that side of the dry dock.

The Bureau of Yards and Docks has been requested to include in its estimates for public works at this yard the necessary amounts for the buildings enumerated above.

The office force on account of the increase of work at this yard should be increased by one requisition clerk and one stenographer and typewriter.

The total expenditure at this yard amounted to \$256,685.98.

BOSTON NAVY-YARD.

Repairs were made to the following naval vessels: *Cleveland, Colorado, Des Moines, Dubuque, Glacier, Hist, Illinois, Iwana, Kentucky, Lawrence, Lebanon, Macdonough, Marcellus, Maryland, Massachusetts, Missouri, New York, Nina, Potomac, Prairie, Rhode Island, Sioux, Texas, Uncas, Vesuvius, Wabash, Wasp, Yorktown, Detroit, and Dolphin*. Those on the *Cleveland, Dolphin, Glacier, Hist, New York, Prairie, and Wasp* were of an extensive character, involving a general overhauling. New boilers were built for the *Isla de Cuba*. There was also considerable work done building, installing, and repairing steam-cutter engines.

The following vessels in ordinary were cared for: *Detroit, Vesuvius, and New York*.

The following are the principal items of work done for other departments in this yard:

Construction and Repair.—Repaired boilers in accordance with quarterly report of inspection of steam boilers; furnished compressed air for work on ships; machine work on sea sockets for the *Illinois*; repairs to cranes and floating derrick.

Equipment.—Made and installed wind pipe for forges; made two 60-gallon steam cookers and 12 copper baskets; retinned steam-jacketed kettles and strainers; repaired coffee boilers; repaired boilers in buildings 39 and 40 in accordance with the quarterly report of inspection of steam boilers; repaired copper pipes to rope walk tar house.

Naval hospital.—Tested and repaired boilers.

Ordinance.—A large number of patterns, castings, and forgings were made for the *Nashville*, *Missouri*, *Illinois*, *Vesuvius*, *Cleveland*, *Rhode Island*, *New Jersey*, and *Des Moines*.

Yard and Docks.—Made about 13 tons of castings; repaired boilers in accordance with report of quarterly inspection of steam boilers; made one bedplate casting for 40-ton crane, and some small work of a miscellaneous character.

Marine barracks.—Tested, inspected, and repaired boilers of marine barracks; retinned and repaired copper boilers.

Supplies and Accounts.—Tested material for naval-supply fund stock.

The Bureau has requested the Bureau of Yards and Docks to include estimates for rearrangement of boiler shop, a storage shed, copper-smith shop, extension of foundry wings, and repairs to building No. 42, as they are very much needed. Recommendation of appropriation for the above-named buildings is therefore renewed and their necessity emphasized.

The total expenditure at this yard amounted to \$500,061.32.

NEW YORK NAVY-YARD.

Repairs have been made to the machinery of or stores and outfits furnished the following naval vessels: *Abarenda*, *Alabama*, *Alliance*, *Amphitrite*, *Apache*, *Blakely*, *Brooklyn*, *Castine*, *Celtic*, *Charleston*, *Chattanooga*, *Chickasaw*, *Cleveland*, *Colorado*, *Columbia*, *Dahlgren*, *Denver*, *Des Moines*, *Dixie*, *Dolphin*, *Don Juan de Austria*, *Dubuque*, *Florida*, *Galveston*, *Hancock*, *Hartford*, *Illinois*, *Indiana*, *Iris*, *Isla de Cuba*, *Kearsarge*, *Kentucky*, *Lawrence*, *Louisiana*, *Machias*, *Maine*, *Macdonough*, *Marietta*, *Maryland*, *Massachusetts*, *Mayflower*, *Minneapolis*, *Monongahela*, *Narkeeta*, *Nashville*, *Newark*, *New Jersey*, *Newport*, *Nicholson*, *Nina*, *O'Brien*, *Ohio*, *Olympia*, *Paducah*, *Pawnee*, *Penacook*, *Pennsylvania*, *Pentucket*, *Peoria*, *Plunger*, *Pontiac*, *Porpoise*, *Portsmouth*, *Powhatan*, *Prairie*, *Rhode Island*, *St. Louis*, *Santee*, *Shark*, *Standish*, *Stewart*, *Sylph*, *Tacoma*, *Tennessee*, *Texas*, *Traffic*, *Transfer*, *Vermont*, *Victor*, *Virginia*, *Washington*, *Wasp*, *West Virginia*, *Wicanico*, *Winslow*, *Wolverine*, *Worden*, *Yankee*, and *Yankton*.

In addition to the above, a large amount of work has been done in the manufacture of stores and spare parts for shipment to the several navy-yards and stations and for issue to ships; building new distillers, evaporators, and launch engines, fitting new launches with machinery, boilers and fittings; repairing stores turned in by ships; boxing and handling Steam Engineering stores as required by the general storekeeper; repairing cob-dock boilers and Steam Engineering floating derrick. Repairs to ferry scows, yard craft, tests of material for Board of Inspection and for private concerns; care of shop tools; examination, testing, and repair of steam generators.

The new machinery for the *Connecticut* has been practically completed and a successful dock trial made. Little work has been done on the machinery for the *Vestal* during the present year, as work was ordered suspended.

Work has been done for the other yard departments as follows:

Construction and Repair.—Babcock & Wilcox boiler set up in building No. 131, repairs made to boilers in use by department, and use of floating derrick and locomotive crane supplied when required.

Equipment.—Steel oil tank for *Colorado*; forging for test plate and repairs to test gauges; connections to generating set for wireless outfit and installation of radiator on light-ship No. 78; bodies for steam cookers and miscellaneous forgings; use of locomotive crane and floating derrick supplied as requested.

Marine barracks.—Repairs made to boilers.

Naval hospital.—Tags, fire tools, etc., manufactured; repairs made to laboratory motor and to boilers.

Ordnance.—Coppersmith work in connection with torpedo air system for *Colorado* and smoke-expelling device on *Brooklyn*; repairs to turret equipments on *Alabama* and *Indiana*; miscellaneous castings for various vessels as required; castings for gates and standpipe at naval magazine, Dover, N. J.; repairs to boilers in building No. 13 and at Fort Lafayette.

Supplies and Accounts.—Repairs to boilers and to coffee mill; drawer pulls and card frames made.

Yards and Docks.—Made 37,349 pounds of castings of miscellaneous character; shaft of drainage pump for dry docks; repairs made to boilers in use by department and use of crane supplied.

The following recommendations for improvement of the plant are, with a few modifications, practically those which have been made during the three years preceding.

The growth of work at this yard renders it a matter of the highest importance that repairs should be completed expeditiously and with due regard to economy, and this can be done only by having suitable shops, properly equipped for the work they are called upon to do.

A new copper shop is needed at this yard, because the space now devoted to such purpose is too small for the demands made upon it. The quantity of work now in hand is far beyond the capacity of the shop, and each year brings an increase of it. Besides these reasons, there is the additional one that the space is urgently needed for foundry purposes.

A building is also needed for the storage of completed machinery, of material required for immediate use, of piping and portions of machinery removed from vessels under repair, and of patterns whose loss or deterioration will result unless some provision be made for their protection.

With the building of a new copper shop, alterations should be made in the present foundry building to increase the capacity of the brass foundry.

The Bureau has accordingly requested the Bureau of Yards and Docks to include estimates for the above buildings.

The regular clerical force of this Office has not been increased for more than twenty years, while the work, not including that under the appropriation "Increase of the Navy," has more than quadrupled. In order that the Office may keep up with the current work the following additional force is urgently needed: One additional clerk in the cost clerk's division; one additional stenographer and typewriter in the chief clerk's office.

An appropriation will be needed to fit up the new shops and to add the necessary traveling cranes, improved tools, etc.

The total expenditures for the fiscal year amounted to \$1,114,732.44.

LEAGUE ISLAND NAVY-YARD.

The repair work at this yard has consisted in repairs to yard tugs and launches, installing machinery in 10 steam cutters, and repairs to the machinery of the following vessels: *Montgomery, Marietta, Scorpion, Hopkins, Stringham, St. Louis, Panther, Lancaster, Massachusetts, Sterling, Nevada, Washington, Tennessee, Florida, Kearsarge, Dixie, Arethusa, Columbia, Yankee, Miantonomoh*, and *Terror*, those to *Montgomery, Marietta*, and *Panther* being of an extensive character, involving a general overhauling. The following vessels have been cared for in reserve: *Terror, Arethusa, Montgomery, Katahdin, Hull, Panther, Sterling, Miantonomoh*, and *Marietta*. The usual work for other departments has been done, and the steam generators tested and kept in good condition.

The new foundry, new pattern shop, and new coppersmith shop were completed and occupied during the year, and the new boiler shop is being equipped.

There is still needed at this yard a building for the storage of machinery, piping, material, etc., removed from ships under repair; a building for the storage of patterns, molding sand, and other foundry requisites, and an administration building, to contain offices and drafting rooms. Recommendation of appropriation for the above-named buildings is renewed, and the Bureau of Yards and Docks has been asked to include estimates for them.

The expenditures at this yard for the fiscal year amounted to \$478,162.65.

WASHINGTON NAVY-YARD.

Repairs were made to the machinery of the following-named naval vessels: *Choctaw, Dolphin, Mayflower, Puritan, Sylph, Tecumseh, Triton*, and various yard launches.

This Bureau has no plant of its own at this yard, and all repair work under its cognizance is done by transfer from Ordnance.

The total expenditures during the year amounted to \$57,657.95.

NORFOLK NAVY-YARD.

Repairs have been made to the machinery of the below-named vessels during the year: *Abarenda, Adder, Ajax, Alice, Alvarado, Amphitrite, Arethusa, Arkansas, Atlanta, Bagley, Bailey, Bancroft, Barney, Biddle, Blakely, Brutus, Cæsar, Charleston, Choctaw, Colorado, Cushing, De Long, Denver, Des Moines, Don Juan de Austria, Dupont, Ericsson, Fern, Florida, Foote, Galveston, General Abbot, Gwin, Hannibal, Hartford, Hercules, Holland, Hopkins, Hornet, Hull, Iowa, Kearsarge, Kentucky, Lawrence, Lebanon, Leonidas, Louisiana, McDonough, Machias, Mackenzie, Maine, Manley, Marcellus, Maryland, Mayflower, Missouri, Moccasin, Mohawk, Nero, Nevada, Newark, Nicholson, O'Brien, Olympia, Paducah, Pennsylvania, Porter, Potomac, Restless, Rocket, Rodgers, Sandoval, San Francisco, Santee, Scorpion, Sebago, Severn, Shubrick, Siren, Somers, Stewart, Stockton, Stringham, Sylph, Sylvia, Talbot, Texas, Thornton, Tingey, Truxtun, Uncas, Virginia, Wahneta, West Virginia, Whipple, Wilkes, Winslow, Worden, and Yankee.*

In addition to this, much work has been done in manufacturing articles of stores and outfit for new ships, construction of steam-cutter machinery, and in transferred work from other departments. New machinery has also been designed for 50-foot standard steam cutters, and is in advanced condition of construction.

Two new boilers have been built for the *Machias*. The boilers of five torpedo boats have been completely retubed.

In the list of vessels repaired at this yard there are 32 destroyers or torpedo boats, and the fact should be noted, in justice to the work record and in classifying the stations in order of relative output, that repairs to this class of vessels present many difficulties and require great skill.

Progress has been made during the year in testing and investigating gasoline marine motors, and designs for such motors are being perfected. Six motors, ranging from 10 to 300 horsepower, have been installed in boats and tested.

The old machine shop has been vacated, and the east wing torn down for remodelling; an addition has been made to the pattern shop.

A new boiler shop and smithery combined is urgently needed, and the south wing of the present machine shop should be remodeled, funds for which were requested last year.

The Bureau has requested the Bureau of Yards and Docks to submit estimates for the above, as well as for the completion of proposed changes in and repairs to present buildings.

Forty thousand dollars will be needed for the machinery plant.

The total expenditures at this yard amounted to \$621,409.84.

CHARLESTON NAVY-YARD.

The Bureau has as yet no plant completed at this yard.

In making appropriations for steam-engineering buildings at this yard no provision was made for smithery, pattern shop, boiler shop, nor administration building, and the Bureau of Yards and Docks has been requested to include estimates for a pattern shop and an administration building in its estimates for the next fiscal year.

Fifty thousand dollars has been appropriated for machinery plant; a complete outfit will cost \$250,000. An appropriation of \$50,000 for the Port Royal station, by act approved May 4, 1898, should be reappropriated for this yard.

NAVAL STATION, PORT ROYAL, S. C.

The Bureau has no working plant at this station and all work under its cognizance was done by transfer from other yard departments.

The only expenditures were for minor repairs to yard tug and launches.

NAVAL STATION, KEY WEST.

Repairs were made during the year to the following-named naval vessels: *Uncas*, *Scorpion*, *Osceola*, and *Massasoit*, to yard launches, water barge, and to vessels belonging to the Army, the Light-House Service, and the Revenue-Cutter Service.

Work of a miscellaneous character was also done for other yard departments, for the coal-handling plants, and the permanent moorings, for the distilling plant, the pumping station, and the wireless plant at Key West. Work was also done by authority of the Department for various private parties and for merchant vessels.

This station is deficient in many respects, but the most urgent need is a foundry, and the Bureau of Yards and Docks has been requested to estimate for a building.

The total expenditure at this station amounted to \$23,695.79.

PENSACOLA NAVY-YARD.

During the fiscal year repairs were made to the machinery of the following-named naval vessels: *Accomac*, *Amphitrite*, *Arkansas*, *Blakely*, coal barge No. 1, *Florida*, *Gloucester*, *Isla de Luzon*, *Machias*, *O'Brien*, *Osceola*, *Sebago*, *Texas*, *Uncas*, water barge No. 13, *Vixen*, *Waban*, *Wasp*, and of steam cutters. The army dredge *Caucus* was repaired. Stores have been manufactured for a number of vessels.

The usual tests of steam generators have been made.

Attention is invited to last year's annual report and the recommendations therein are repeated.

A machine shop is urgently needed and an administration building and a storage shed for machinery should be provided, and the Bureau of Yards and Docks has been asked to include estimates for them.

The total expenditure at this yard amounted to \$79,783.81.

NAVAL STATION, NEW ORLEANS.

The work done at this station has been that of repairs to the station launches and installing tools in the machine shop.

The machine shop is completed and an appropriation is available for the purchase of tools. To complete the Steam Engineering buildings at this station there is required a building for offices and drafting room, and the Bureau of Yards and Docks has been asked to make the necessary estimates.

NAVAL STATION, SAN JUAN, P. R.

The Bureau has no facilities for repair work at this station, and such work as is required under its cognizance has to be done in private establishments or by transfer from the department of Yards and Docks. The only work done at this station was repairs to steam cutters. The work for ships has dwindled to nothing, owing partly to lack of demand and partly to lack of facilities.

Total expenditure for the year, \$1,151.61.

NAVAL STATION, CULEBRA.

There are no shops for doing work at this station, and the only expenditures were for minor repairs to steam cutters, and stationery, amounting to \$19.79.

NAVAL STATION, GUANTANAMO, CUBA.

The Bureau has no plant at this station and no work has been done under its cognizance. To properly equip this station there should be a complete establishment under steam engineering. The experience of the past year has shown the need of facilities not only for the repair of station ships and yard craft, but also of vessels calling there. Requests have been made by ships cruising in the West Indies for repairs in steam engineering which could not be made by the ship's force.

It is recommended that a combined boiler and blacksmith shop be erected at an early date, and the Bureau of Yards and Docks has been asked to include estimates for it.

MARE ISLAND NAVY-YARD.

During the year repairs have been made to the machinery of the following-named naval vessels: *Alert, Annapolis, Bennington, Boston, Buffalo, Chauncey, Davis, Farragut, Fox, Independence, Ives, Lawton, Marblehead, New Orleans, Paul Jones, Preble, Perry, Petrel, Princeton, Relief, Solace, Supply, Vicksburg, Wyoming, Yorktown, Saturn*, submarines *Grampus* and *Pike*, tugs *Active, Fortune, Sotoyomo, Unadilla, and Vigilant*. The repairs to the *Annapolis, Buffalo, Lawton, New Orleans, Solace, Vicksburg, and Yorktown* involved a general overhauling. The yard launches were repaired, machinery and boilers were installed in 10 steam cutters, 15 cutter engines were completed, and machinery and boilers for 7 working launches for Cavite, P. I., are under construction. Considerable work was also done in the manufacture of stores for vessels in commission, and for new vessels under construction.

The necessity for new shops at this yard has frequently been brought to the attention of the Department. The Steam Engineering plant throughout at this yard is lacking in systematic arrangement and appliances, and is generally inadequate to the extensive demands made upon it. The installation of modern tools and appliances in the present arrangement of buildings can only result in confusion. The Bureau has asked the Bureau of Yards and Docks to submit estimates in accordance with a report of the head of the department of yards and docks at Mare Island. This consists of (a) an extra wing on present machine shop, \$125,000; (b) a pattern shop, \$75,000; (c) an administration building, \$35,000. These improvements in the present plant are very urgently needed. In view of the construction of a large collier at this yard it becomes necessary to encroach so much on the present pattern shop in order to install a traveling crane in the machine shop that the pattern shop will be seriously crippled and a new one is imperative. The present office and drafting room facilities are the same as they were thirty years ago and are entirely inadequate to cope with the work of this important yard, and the administration building asked for is a matter of necessity. On account of the large increase of work at this yard it is recommended that the clerical force be increased by one stenographer and typewriter and one special laborer to perform clerical work.

The total expenditure at this yard was \$526,289.90.

PUGET SOUND NAVY-YARD.

Repairs were made to the machinery of the following-named vessels: *Albany*, *Boston*, *Concord*, *Chicago*, *Celtic*, *Goldsborough*, *Nipsic*, *Philadelphia*, *Perry*, *Pawtucket*, *Saturn*, and *Wheeling*, and to the machinery of the yard launches. The steam generators have been inspected and repaired, vessels out of commission cared for, and repairs made to U. S. army transport *Dix*. Miscellaneous work was performed for other departments of the yard. Miscellaneous launch machinery was repaired and new engines and boilers installed in new steam cutters.

A new boiler and blacksmith shop will be completed by January, 1907. A new foundry is about completed.

The Bureau concurs in the report sent to the Secretary from the Puget Sound Navy-Yard, June 16, 1906, of a board ordered by the Department, in which recommendations for buildings under public works in the department of Steam Engineering at that yard are as follows:

- (a) Extension of machine shop to the street at the east end.
- (b) Erect new building for pattern shop on the site of the present office building.
- (c) Alter present general storehouse into a pattern shop.
- (d) Erect new building east side of street for offices, drafting rooms, etc., for the departments of Construction and Repair and Steam Engineering combined.
- (e) Erect new building for brass foundry.

It is recommended that the salary of the chief clerk be increased from \$1,200 to \$1,400 per annum on account of the large increase of work, and that one stenographer and typewriter and one special laborer to perform clerical work be allowed this yard.

The present office force is entirely inadequate to handle the work. The total expenditures at this yard amounted to \$178,006.59.

NAVAL STATION, HAWAII.

The Bureau has no shops at this station, and work under its cognizance was done at private establishments in Honolulu, viz, supplies for steam cutters and installing pump in water barge No. 15, amounting to \$528.80.

ISLAND OF GUAM.

There are a few small tools at this station to make the necessary repairs to launches, distilling plant, and boilers.

The expenditures amounted to \$8,309.05.

NAVAL STATION, TUTUILA, SAMOA.

The Bureau has no shops at this station, and the only work under its cognizance was repairs to the station launch, which cost \$74.16 for material. The labor was furnished by the enlisted men of the Navy.

NAVAL STATION OLONGAPO.

The Bureau has no plant at this station, but contemplates the moving of some machine tools that can be spared from Cavite in order to perform work in connection with vessels in dock at that place, but

these preparations can not be made until suitable buildings are rendered tenable and a power plant is established.

The Bureau has included in its estimates \$50,000 for tools for this station.

NAVAL STATION, CAVITE, P. I.

Repairs were made to the machinery of the following naval vessels: *Alexander, Arayat, Bainbridge, Baltimore, Barry, Calamianes, Callao, Chattanooga, Chauncey, Cincinnati, Concord, Dale, Decatur, Elcano, Frolic, Galveston, General Alava, Helena, Iris, Justin, Leyte, Mariveles, Mindoro, Mohican, Monadnock, Monterey, Nanshan, New Orleans, Ohio, Oregon, Pampanga, Panay, Paragua, Piscataqua, Pompey, Quiros, Rainbow, Raleigh, Ranger, Rapido, Samar, Villalobos, Wilmington, Wisconsin, and Wompatuck.*

In addition to the above, work has been done for the following yard departments: Construction and Repair, Yards and Docks, Equipment, Ordnance, Supplies and Accounts, as well as work in connection with the manufacture and repair of articles for general issue, etc., boiler repairs at the naval hospital, Canacao, manufacture of articles for the naval stations Olongapo and Pollok, manufacture of articles for the Marine Corps, and work in connection with the maintenance of machinery of yard launches and tugs and yard boilers. One thousand eight hundred and seventy-five job orders represent the numerous demands made on this department by ships, yard craft, other yard departments, and the general storekeeper.

An unusual amount of work is thrust upon the Steam Engineering department of this yard owing to the fact that many stores must be manufactured on account of the great distance from other sources of supply, whereas on the home stations many stores are obtained by purchase.

In view of the fact that the maintenance of the machinery of vessels of the Asiatic Fleet in proper condition depends upon the repair facilities at this station, and in view of the fact that this work is seriously hampered for lack of tools and shop equipment, by reason of which much expense and great delay are incurred, the Bureau has included an estimate for \$25,000 for new tools at this yard.

There is need for a pattern shop at this station, for which foundations are now in place. An extension to the present foundry is needed, and could be obtained by dividing the present pattern shop into two parts—one to be used for the extension of the present foundry and the other for the stowage of patterns.

The total expenditure at this yard amounted to \$458,162.09.

CONDITION OF MACHINERY ON JULY 1, 1906, OF VESSELS UNDER CONSTRUCTION.

Battle ship No. 13 (Virginia).—This vessel underwent preliminary trials November 21–22, 1905, and was preliminarily accepted May 5, 1906.

Battle ship No. 14 (Nebraska).—Date of contract, March 7, 1901. Contract price, \$3,733,600. Contractors, Moran Brothers Company, Seattle, Wash. Percentage of completion advanced during the year from 84.26 to 95.35 per cent.

Items of machinery that have been completed and installed: Main engine cylinders, shafting, main engine framing and bearings, reciprocating parts of main engines, main engine valve gear, main condensers, main air and circulating pumps, propellers, boilers and boiler fittings, smoke pipes and uptakes, steam and exhaust pipes and valves, suction and discharge pipes and valves, lagging and clothing, flooring, gratings, ladders, hand rails and guards, auxiliaries, fittings and gear except clocks in fire rooms, tools in workshop, 90 per cent of tool and hose racks, 30 per cent of tools and spare parts, indicators and instruments, distilling plant, 95 per cent of heating plant, refrigerating plant except warming plant, and air compressor plant.

Items of machinery that have been erected in shops and are ready for installation: Fire-room clocks, 65 per cent of tools and spare parts.

Items of machinery that are under way: Five per cent of tools and spare parts, testing of distilling, refrigerating, air compressor, and portions of heating plants, testing of ash hoists.

Probable date of completion, November 1, 1906.

Battle ship No. 15 (Georgia).—This vessel underwent successful preliminary trials June 13–14, 1906, and with the exception of some minor items of work, is now ready for preliminary acceptance.

Battle ship No. 16 (New Jersey).—This vessel underwent successful preliminary trials March 28–29, 1906, and was preliminarily accepted May 12, 1906.

Battle ship No. 17 (Rhode Island).—This vessel underwent successful preliminary trials on November 2–3, 1905, and was preliminarily accepted February 12, 1906.

Battle ship No. 18 (Connecticut).—Building at the navy-yard, New York. Commencement of work authorized July 21, 1902.

The work of installation of machinery, etc., is practically completed, there being only two minor jobs dependent on other departments to be finished, and these can be done in eight days' time.

During the year the following items have been completed: Steam and exhaust piping; water piping; oil and water service; compressed air system; drain pipes and traps; distilling plant; steam heating system; refrigerating plant; ladders, gratings, and floor plates; workshop machinery; gauges, clocks, thermometers, counters, revolution indicators and mechanical telegraphs; fire and engine room telegraphs, and other instruments; tools, wrenches, and spare parts, which are nearly all secured in the vessel; lagging and covering of pipes; coal and ash buckets, and ash hoisting gear; lifting gear and trolleys.

All the main and auxiliary machinery and boilers have been tested with the exception of two forced draft blowers.

A successful dock trial has been made.

Battle ship No. 19 (Louisiana).—This vessel underwent successful preliminary trials December 13–14, 1905, and was preliminarily accepted May 21, 1906.

Battle ship No. 20 (Vermont).—Date of contract, June 20, 1903. Contract price, \$4,179,000. Contractors, Fore River Shipbuilding Company, Quincy, Mass. Percentage of completion advanced during the year from 55.72 to 82.94 per cent.

Items of machinery that have been completed and installed: Sea valves in engine, fire and dynamo rooms; main injection and outboard

delivery valve; ash hoists; main boilers are all installed and tested; stern tubes and struts have been bored and bushings fitted; stern tube and propeller shafts are in place and propellers are on shafts; thrust shafts and bearings; main feed and filter tanks; main circulating pumps and engines; main air pumps; main and auxiliary feed pumps; main condensers; auxiliary air and circulating pumps and condensers; dynamo condensers, and auxiliary air and circulating pumps for same; workshop machinery; evaporators and distillers; distiller circulating pump; air compressor; oil tanks; boiler uptakes; smoke pipes; feed water heaters; main and auxiliary steam separators; fire room floor plates; heating system; refrigerating piping; bottom and surface blow; sea suction; auxiliary exhaust; main and auxiliary steam piping in fire rooms.

Items of machinery that are erected in shops ready for installation: Turning engines; the following parts of the main engines: bed plates, columns, diagonal stays and braces, all cylinders, guides and cross-heads, eccentric sheaves and straps, links and link blocks, main bearings for one engine, piston rods, connecting rods, and receiver pipings.

Items of machinery that are under way: Pistons; eccentric rods; valve stems; valve guides and crossheads; main valves; cylinder and valve chest covers; crank shafts; reverse shafts and reversing engine; hydraulic controlling cylinders for same; lagging for engines, and escape pipes from safety valves.

Probable date of completion, March, 1907.

Battle ship No. 21 (Kansas).—Date of contract, June 16, 1903. Contract price, \$4,165,000. Contractors, New York Shipbuilding Company, Camden, N. J. Percentage of completion advanced during the year from 63.7 to 92.5 per cent.

Items of machinery that have been completed and installed: Cylinders (casings, bonnets, linings, stuffing boxes, etc.); frames (tie rods, bracings, and crosshead guides); bed plates, including binders; crank shafts; valve gear (valve stems, valves, links, eccentrics, and straps); pistons, piston rods, crossheads, and connecting rods; brasses (connecting rod and main bearing); reversing gear; oiling gear; indicator gear; water service; drain cocks; relief valves; throttle valves; receiver pipes; turning engine and gear; propellers; shafting (line, thrust and propeller); bearings (all line, thrust, propeller, and stern tube); main condensers; main air pumps; main circulating pumps; workshop machinery; main injection and outboard delivery valves and piping; auxiliary condenser and pumps; feed tanks; feed heaters; waste, oil, and tallow tanks; main and auxiliary feed pumps; miscellaneous pumps (fire, bilge, flushing, and water service); boilers; uptakes and smoke pipes; forced draft blowers; ash hoists; refrigerating machinery.

Items of machinery that are under way: Water piping; steam and exhaust piping; distilling plant; refrigerating system piping; mechanical telegraphs, telltales, counters, gauges, and instruments; heating system; floorings; ladders, gratings, and hand rails; safety and stop valve operating gear; spare parts, wrenches, and miscellaneous outfit.

Probable date of completion, December, 1906.

Battle ship No. 22 (Minnesota).—Date of contract, June 20, 1903. Contract price, \$3,166,000. Contractors, Newport News Shipbuild-

ing and Dry Dock Company, Newport News, Va. Percentage of completion advanced during the year from 72.6 to 93.2.

Items of machinery that have been completed and installed: Cylinders; engine framing; main engine bedplates; crank shafts; valve gear; pistons, piston rods; crossheads; connecting rods; connecting rod and main bearing brasses; reversing gear; throttle valves and gear; receiver pipes; turning engines and gear; propellers; thrust bearings; main injection and outboard delivery valves and piping; water, oil, and tallow tanks; uptakes and smoke pipes; main condensers; engineers' workshop; feed tanks; miscellaneous pumps.

Items of machinery installed but not yet completed: Water piping; steam and exhaust piping; distilling plant; refrigerating machinery; heating system; spare parts.

Probable date of completion, November, 1906.

Battleship No. 23 (Mississippi).—Date of contract, January 25, 1904. Contract price, \$2,999,500. Contractors, The William Cramp & Sons Ship and Engine Building Company. Percentage of completion advanced during the year from 59.76 to 74.56.

Items of machinery that have been completed and installed: All boilers and fittings; all auxiliary and main pumps; main engines; condensers; auxiliary and dynamo condensers and pumps; steam and exhaust, suction and discharge piping, and valves are being fitted; floor plates, ladders, and gratings are being installed; smoke pipes are in place and uptakes are installed; main steam separator, feed heater, and tanks are installed.

Items of machinery that have been completed in shop and are ready for installation: Workshop tools; oil tanks; various minor valves, castings, and pipes.

Items of machinery under way: In machine shop work is being done on refrigerating plant and foundation for ice machine, minor valves and castings and pipe flanges. In the boiler shop work is being done on oil and waste tank. In the coppersmith shop work is being done on branch piping and flanges for same. In blacksmith shop work is being done on minor bolts and nuts, brackets and hangers.

Probable date of completion, March, 1907.

Battle ship No. 24 (Idaho).—Date of contract, January 25, 1904. Contract price, \$2,999,500. Contractors, The William Cramp & Sons Ship and Engine Building Company. Percentage of completion advanced during the year from 55 to 70.44.

Items of machinery that have been completed and installed: All the boilers are completed and in place; all the pumps are installed, and the steam and exhaust, feed suction and discharge piping, and valves are being fitted. Floor plates, ladders, and gratings are being erected. The main engines, condensers, evaporator, and distiller; auxiliary condensers, dynamo condensers, and piping and fittings, valves, etc., are being installed. Main steam separators, feed heaters, and tanks are installed.

Items of machinery that have been completed in shop and are ready for installation: Workshop tools, various valves, castings and pipes, oil tanks.

Items of machinery under way: In the machine shop work is being done on foundation for ice machine, minor valves, castings and fittings,

and pipe flanges. In boiler shop work is being done on oil and waste tanks. In coppersmith shop work is being done on branch piping and flanges for same. In blacksmith shop work is being done on minor bolts and nuts and brackets and hangers.

Probable date of completion, May, 1907.

Battle ship No. 25 (New Hampshire).—Date of contract, December 27, 1904. Contract price, \$3,748,000. Contractors, New York Shipbuilding Company, Camden, N. J. Percentage of completion advanced during the year from 6.2 to 70.66.

Items of machinery that have been completed and installed: Propellers; shafting (line, thrust, and propeller); bearings (all line, thrust, propeller, and stern tube); boilers; main injection and out-board delivery valves.

Items of machinery that have been erected in shop and are ready for installation: Main condensers; main air pumps; main circulating pumps; workshop machinery; auxiliary condensers and pumps; main and auxiliary feed pumps; miscellaneous pumps (fire, bilge, flushing, and water service).

Items of machinery that are under way: Cylinders (casings, bonnets, linings, stuffing boxes, etc.); frames (tie-rods, bracing, and crosshead guides); bedplates, including binders; crank shaft; valve gear (valve stems, valves, links, eccentrics, and straps); pistons, piston rods, crossheads, and connecting rods; brasses (connecting rod and main bearing); reversing gear; oiling gear; indicator gear; water service; drain cocks; relief valves; throttle valves and gear; receiver pipes; turning engine and gear; piping for main injection and out-board delivery valves; feed tanks; feed heaters; waste, oil, and tallow tanks; uptakes and smoke pipes; water pipes; steam and exhaust pipes; distilling plant; heating system; spare parts.

Probable date of completion, February, 1908.

Armored cruiser No. 4 (Pennsylvania).—This vessel underwent successful final trials July 25–26, 1905.

Armored cruiser No. 5 (West Virginia).—This vessel underwent successful final trials August 2–3, 1905.

Armored cruiser No. 6 (California).—Date of contract, January 10, 1901. Contract price, \$3,800,000. Contractors, Union Iron Works, San Francisco, Cal. Percentage of completion advanced during the year from 82 to 91 per cent.

Items of machinery that have been completed and installed: Main and auxiliary steam piping, with valves and fittings; 98 per cent of other water piping, with valves and fittings; 92 per cent of the radiator system; 94 per cent of the refrigerating plant; machine tools in workshop; gratings, ladders, and floor plates; sea valves; pipes and fittings; 98 per cent of the engine telegraphs; revolution indicators; 96 per cent of spare gear; instruments; gear for working valves from deck; boiler fittings; steam traps and drains; 95 per cent of lifting gear; 98 per cent of dynamo steam and exhaust pipes.

Items of machinery that are under way: Steam piping in dynamo rooms; fire and bilge pipes; radiator system; refrigerating system; lifting gear, and other water piping.

Probable date of completion, December, 1906.

Armored cruiser No. 8 (Maryland).—This vessel underwent successful final trials August 21–22, 1905.

Armored cruiser No. 9 (South Dakota).—Date of contract, January 10, 1901. Contract price, \$3,750,000. Contractors, Union Iron Works, San Francisco, Cal. Percentage of completion advanced during the year from 78.5 to 87 per cent.

Items of machinery that have been completed and installed: Sixty per cent of dynamo steam and exhaust piping; 90 per cent of valves and fittings for same; 90 per cent of steam and exhaust pipes and valves to deck machinery; all boilers and fittings; 97 per cent of gratings and ladders; floor plating; 96 per cent of gear for working valves from deck; machine tools in machine shop; sea valves; pipes and fittings; 90 per cent of other water piping; 96 per cent of valves and fittings for same; 95 per cent of duplicate parts; 96 per cent of engine telegraphs; 98 per cent of gauges, instruments, and thermometers; 95 per cent of lifting gear; 85 per cent of radiators; 96 per cent of revolution indicators; all main and auxiliary steam and exhaust piping in engine and fire rooms; steam traps; 90 per cent of refrigerating plant; 55 per cent of clothing on steam and exhaust piping in engine and fire rooms.

Items of machinery that have been erected in shops and are ready for installation: Valves and fittings for other water piping, and radiators.

Items of machinery that are under way: Dynamo steam and exhaust piping; valves and fittings for same; steam and exhaust pipes for deck auxiliaries; valves for same; other water piping; radiator system; refrigerating plant; revolution indicators; gratings and ladders; dynamo steam and exhaust piping; lifting gear; duplicate parts; tools and wrenches; clothing and lagging on steam and exhaust piping.

Probable date of completion, January, 1907.

Armored cruiser No. 10 (Tennessee).—This vessel underwent successful preliminary trials February 11–12, 1906, and with some minor items of work to be done by the contractor is now ready for delivery and preliminary acceptance.

Armored cruiser No. 11 (Washington).—This vessel underwent successful preliminary trials April 11–12, 1906, and with some minor items of work to be done by the contractors is ready for delivery and preliminary acceptance.

Armored cruiser No. 12 (North Carolina).—Date of contract, January 3, 1905. Contract price, \$3,575,000. Contractors, Newport News Shipbuilding and Dry Dock Company, Newport News, Va. Percentage of completion advanced during the year from 8.1 to 61.2.

Items of machinery that have been completed and installed: Propeller and stern-tube shafts; propeller and stern-tube bearings; main circulating pumps.

Items of machinery installed but not yet completed: Thrust bearings; port main condenser shell; workshop machinery; feed tanks; all boilers; main and auxiliary steam pipe-mains in firerooms; one distiller.

Items of machinery completed but not installed: Propeller hubs; thrust shafts; auxiliary condensers.

Items of machinery under way: Preparation of beds and erecting; main engine cylinders; engine framing; bed plates; crank shafts; valve gear; pistons; piston rods; crossheads; connecting rods; con-



necting rod and main bearing brasses; reversing gear; thrust bearings; main condensers; feed tanks; feed heaters; uptakes and smoke pipes; ash hoists; water piping; steam and exhaust piping; distilling plant; floorings.

Probable date of completion, March, 1908.

Armored cruiser No. 13 (Montana).—Date of contract, January 3, 1905. Contract price, \$3,575,000. Contractors, Newport News Shipbuilding and Dry Dock Company, Newport News, Va. Percentage of completion advanced during the year from 12.7 to 55.5.

Items of machinery that have been completed and installed: Main circulating pumps.

Items of machinery installed but not yet completed: Main feed tanks; 4 steam drums and parts of 10 boilers; main and auxiliary steam pipe mains in firerooms.

Items of machinery completed but not installed: Propeller hubs; propeller, stern tube and thrust shafts; thrust bearings; auxiliary condensers.

Items of machinery under way: Preparation of beds and erecting; main engine cylinders; engine framing; bed plates; crank shafts; valve gear; pistons; piston rods; crossheads; connecting rods; connecting rod and main bearing brasses; reversing gear; receiver pipes; turning engine and gear; all line, propeller and stern tube bearings; main condensers; feed tanks; feed heaters; assembling boilers; uptakes and smoke pipes; ash hoists; water piping; steam and exhaust piping; distilling plant.

Probable date of completion, July, 1908.

Protected cruiser No. 16 (Chattanooga).—This vessel underwent satisfactory final trials July 29, 1905.

Protected cruiser No. 17 (Galveston).—This vessel underwent satisfactory final trials October 6–7, 1905.

Protected cruiser No. 20 (St. Louis).—This vessel underwent successful preliminary trials May 16–17, 1906, and with some minor items of work to be done by the contractors, is ready for delivery and preliminary acceptance.

Protected cruiser No. 21 (Milwaukee).—Date of contract, April 17, 1901. Contract price, \$2,825,000. Contractors, Union Iron Works, San Francisco, Cal. Percentage of completion advanced during the year from 87.5 to 99.7.

Items of machinery that have been completed and installed: Port and starboard propellers; engine and fireroom telegraphs; revolution indicators; main and auxiliary steam and exhaust piping with valves and fittings; water piping with valves and fittings; radiators; 98 per cent of the refrigerating plant; smoke-pipe guys; floor plates, gratings and ladders; gear for operating valves from deck; boiler and furnace fittings; duplicate parts, with the exception of spare propeller blades and two shaft bilge pump crossheads; about 98 per cent of all instruments; practically all steam traps and drain pipes; clothing and lagging.

Items of machinery that are under way: Spare gear, tools and wrenches.

Probable date of completion, October, 1906.

Protected cruiser No. 22 (Charleston).—This vessel was preliminarily accepted August 31, 1905. Satisfactory final trials were held January 22–24, 1906.

Scout cruiser No. 1 (Chester).—Date of contract, May 4, 1905. Contract price, \$1,688,000. Contractors, Bath Iron Works, Bath, Me. Percentage of completion advanced during the year from 0 to 38.72.

Items of machinery erected in shop and ready for installation: Feed check valves; gauge cocks and try cocks for boilers; valves for steam and exhaust and refrigerating plant; stern tube and bulkhead stuffing boxes; dynamo room separator.

Items of machinery that are under way: L. P. cylinder castings; cylinder details; spindles; blading; main, thrust, line, stern tube, and strut bearings; turning gear; propellers; shafting; main condensers; boilers; smoke pipe and uptakes; forced draft blowers; valves for steam and exhaust and water piping; distillers and evaporators; refrigerating plant valves; manifolds and spare parts.

Probable date of completion, May, 1908.

Scout cruiser No. 2 (Birmingham).—Date of contract, May 17, 1905. Contract price, \$1,556,000. Contractors, Fore River Shipbuilding Company, Quincy, Mass. Percentage of completion advanced during the year from 0.26 to 31.37.

Items of machinery that are erected in shops and ready for installation: Evaporators and distillers.

Items of machinery that are under way: Sea valves; valves and fittings for piping; uptakes and stacks; bed plates for main engines; boilers are being built at Stirling Consolidated Boiler Company, Barberton, Ohio, and last report shows the percentage of completion to be 64.254 per cent. The following have been forged: Two connecting rods; 7 crossheads; 8 piston rods; 1 thrust and 1 crank shaft; 4 thrust rods; 28 crosshead cap bolts; 4 crank cap bolts; 4 piston followers; 1 line shaft; 2 stern tube shafts; 6 columns; 24 athwartship braces; 1 crosshead; 6 piston followers; 1 reverse shaft; 2 inboard couplings have been past.

Probable date of completion, November, 1907.

Scout cruiser No. 3 (Salem).—Date of contract, May 17, 1905. Contract price, \$1,556,000. Contractors, Fore River Shipbuilding Company, Quincy, Mass. Percentage of completion advanced during the year from 0.23 to 27.42.

Items of machinery that are erected in shops and ready for installation: Evaporators and distillers, and 2 turbine shafts.

Items of machinery that are under way: Sea valves; valves and fittings for piping; turbine wheels; buckets and casings; boiler uptakes and smokestacks; boilers are being made at Stirling Consolidated Boiler Company, Barberton, Ohio, and last report shows the percentage of completion to be 42.964 per cent. The following have been forged: Inboard and outboard couplings and half collars; 2 line shafts; 1 thrust and 1 stern tube shaft have also been forged and past.

Probable date of completion, March, 1908.

Gunboat No. 17 (Dubuque).—Satisfactory final trials were held September 28, 1905, and the vessel was finally accepted April 26, 1906.

Gunboat No. 18 (Paducah).—This vessel underwent successful trials August 15–16, 1905, and was preliminarily accepted August 31, 1905. After satisfactory final trials December 11–13, 1905, the vessel was finally accepted April 26, 1906.

Torpedo boat No. 20 (Goldsborough).—Work on this boat was completed, and under the authority conferred by the act of Congress of March 3, 1905, the Department accepted the vessel on November 29, 1905.

Torpedo boat No. 27 (Blakely).—Work on this boat was completed, and by direction of the Department was finally accepted August 23, 1905.

Torpedo boat No. 29 (Nicholson).—Date of contract, September 26, 1898. Contract price, \$165,000. Contractor, Lewis Nixon, Crescent Shipyard, Elizabeth, N. J. Subcontractors for engines, Alfred Box & Co., Philadelphia, Pa.

In June, 1903, the court appointed receivers for the Crescent Shipyard Company. On August 17, 1903, the Bureau of Steam Engineering advised that the Department direct that the inspector of machinery, in conjunction with the superintending constructor, take possession of the vessel and all material in hand. On October 22 1903, the vessel and all material was taken to the New York Navy-Yard, and the work of completing her begun. The vessel had already passed successfully through her official trials, and the work at the navy-yard was mainly in supplying defects. The work was completed, and a satisfactory trial was held in May, 1905.

Torpedo boat No. 30 (O'Brien).—Work on this boat is completed, and it is now ready for acceptance.

Submarine torpedo boat No. 9 (Octopus).—Date of contract, March 6, 1905. Contract price, \$250,000. Contractor, Electric Boat Company. Percentage of completion advanced during the year from 1.18 to 66.9 per cent.

Items of machinery that have been completed and installed: Propeller shafts; stern tube bushings and stuffing boxes; thrust bearings; also a part of the exhaust system is installed.

Items of machinery that are erected in shops and ready for installation: The port engine has been completed, and is being made ready for testing in the contractors' test shop.

Items of machinery that are under way: The starboard engine is being completed; propellers are being finished up.

Probable date of completion, December, 1906.

Submarine torpedo boat No. 10 (Viper).—Date of contract, March 6, 1905. Contract price, \$200,000. Contractor, Electric Boat Company. Percentage of completion advanced during the year from 1.78 to 64.92 per cent.

Items of machinery that have been completed and installed: Propeller shafts; stern bushing and stuffing box; thrust shaft and bearing is in place.

Items of machinery that are erected in shops and ready for installation: Some piping and fittings for exhaust system.

Items of machinery that are under way: The engine is being assembled and valve gear is being fitted up.

Probable date of completion, December, 1906.

Submarine torpedo boat No. 11 (Cuttlefish).—Date of contract, March 18, 1905. Contract price, \$200,000. Contractor, Electric Boat Company. Percentage of completion advanced during the year from 1.52 to 86.17 per cent.

Items of machinery that have been completed and installed: Propeller shaft; stern tube bushing and stuffing box; thrust shaft and bearing and engine.

Items of machinery that are under way: Propellers; exhaust and circulating systems, and oiling gear on engine.

Probable date of completion, January, 1907.

Submarine torpedo boat No. 12 (Tarantula).—Date of contract, March 18, 1905. Contract price, \$200,000. Contractor, Electric Boat Company. Percentage of completion advanced during the year from 1.52 to 63.12 per cent.

Items of machinery that have been completed and installed: Propeller shaft, stern tube bushing and stuffing box; thrust shaft and bearing is in place.

Items of machinery that are erected in shops and ready for installation: Some piping and fittings for exhaust system.

Items of machinery that are under way: The engine is being assembled and valve gear is being fitted up.

Probable date of completion, January, 1907.

Collier No. 1 (Vestal).—Building at the navy-yard, New York.

Little work has been done on this vessel during the present year, as work was ordered suspended.

Patterns for the main condensers, main air and feed pumps, H. P. and I. P. cylinders, connecting rod brasses, crosshead, piston rods, reversing engine, and shaft bilge pump are partly completed.

Castings have been made for bedplates, 3 sections main condensers, and for part of the eccentric straps and shoes.

Collier No. 2 (Prometheus).—Building at the navy-yard, Mare Island, Cal.

But little work has been done, and that mainly in the preparation and extension of the plant for undertaking the construction of machinery.

THE EXPERIMENT STATION AT ANNAPOLIS, MD.

The Government having acquired a clear title to the land selected for the site, a contract was made for the construction of the foundations for the first building, and the work has proceeded without interruption and is now nearly completed.

Bids for the erection of the superstructure will be opened on October 15, and, if satisfactory, the work can go on with only such delays as may be caused by winter weather.

Pending the completion of this building, an experimental boiler has been installed in one of the old buildings of the Naval Academy, and the work of erecting the experimental marine turbine engines, condensers, pumps, etc., is proceeding with the aid of skilled mechanics provided by the last appropriation bill.

It is expected that the tests and experiments made with these turbines will afford considerable valuable data for use of the Bureau in connection with the designing of turbine installations for naval vessels. The operation of the turbines will also afford useful practical instruction to midshipmen and mechanics prior to the detail of the latter to ships fitted with such machinery.

Requirements of the experiment station for the next fiscal year, 1907-8.

	Per annum.
1 civilian assistant to the director.....	\$3, 000
1 draftsman.....	1, 800
1 clerk.....	1, 200
1 skilled mechanic.....	1, 200
1 skilled mechanic.....	720
1 messenger, who shall also be janitor.....	600

The five last named were provided for by the last appropriation bill, and are now engaged in erecting the experimental turbine engines and auxiliaries, as before stated, and will be needed to conduct the tests when the erection is completed, and also to install the machinery in the new experiment station building when it is finished.

The reason for requiring a civilian assistant to the director is that the latter, being a naval officer, is liable to be called away for a week or two at a time as member of a court-martial or examining board, or detailed for such duty at the Naval Academy. Since these calls can not be made to suit the convenience of the experimental work, the latter is liable to be interrupted at very inconvenient times, and the observers assisting in the test thrown out of employment until the director is able to resume charge.

Contingent, \$1,000.—In connection with the station it will be necessary to establish an intelligence office in which to collect, classify, and tabulate the results of experiments being conducted in various parts of this country and Europe. The original accounts of such experiments are published in a wide variety of technical papers, magazines, proceedings of scientific societies, etc. It would be very costly to subscribe to all these papers on the chance that they might contain articles of value relating to special work of the experiment station. The greater part of this contingent fund is wanted to purchase from time to time single copies of the articles needed and to get them much more quickly and quite as economically as could be done on a requisition. Many of these articles will have to be translated from various foreign languages. Part of this fund will be required for foreign postage, as there will necessarily be much correspondence relating to scientific literature, special instruments, and machines.

This money is needed on the present appropriation bill because it is necessary to make a systematic study of a subject and have a well-considered plan of procedure before beginning experiments in any special line.

Buildings (i. e., quarters).

1 dwelling for director, with furnishings.....	\$20, 000
1 dwelling for assistant director (naval officer), with furnishings.....	15, 000
1 dwelling for assistant director (civilian), with furnishings.....	15, 000
Total.....	50, 000

The site of the experiment station is in a sparsely settled farming country, across the river from Annapolis, and there are no houses which the officials could rent. The distance from Annapolis is about 2 miles by country road, nearly impassible at times in winter. During the months of January and February the navigation of the river is interrupted from time to time by masses of thick broken ice, so that no continuous work can be counted on at the station during that

period unless the officials live on the ground. The director and naval assistant director (the latter not yet detailed) both receive commutation of quarters where none are assigned, consequently the expenditure for quarters for them would be an investment on the part of the Government by which the services of these two officers could be utilized twelve months in the year, instead of ten months.

With regard to the civilian assistant to the director, it would be better to provide a house and have him on the ground than to increase his small salary, \$3,000, asked for in the bill. In this country skilled engineers are accustomed to receive high pay, and it would be impossible to get a suitable man for less than the amount asked for, viz, \$3,000 salary and house.

The money for the buildings is required now, as it will take eighteen months to get suitable plans, to advertise for bids, and to erect the houses.

The amounts asked are based on the idea that officers and officials at the experiment station should have quarters similar to those provided for officers and professors of the same rank at the Naval Academy, of which establishment under the law the experiment station is a part.

Cost of the new quarters, unfurnished, for the commandant of midshipmen, captain, U. S. Navy.....	\$34, 420
Contract price for each of the double sets of quarters for heads of departments, Naval Academy.....	45, 880
Or per single house.....	22, 940

Although the cost of building has gone up about 30 per cent since these quarters were contracted for, it is believed that by careful management suitable dwellings can be built for the sums asked above.

INSPECTION OF ENGINEERING MATERIAL.

The total number of pounds inspected and past for the different Bureaus of the Navy Department is as follows:

For Bureau of—	
Steam Engineering.....	16, 914, 366
Yards and Docks.....	11, 772, 328
Supplies and Accounts.....	797, 905
Construction and Repair.....	725, 202
Ordnance.....	22, 858
Equipment.....	4, 737, 601
Navigation.....	975
Medicine and Surgery.....	6, 434
Total.....	34, 977, 669

There has been a considerable falling off in the total weight of material inspected, mainly in the item of structural material for the Bureau of Yards and Docks. This was to be expected, and is due to the fact that fewer buildings and structures were built during the year.

The Bureau has been enabled to make a reduction in the force of civilian assistant inspectors, and by availing itself of the services of retired officers of the Navy, has been able to provide commissioned officers as naval inspectors in charge of the principal inspection districts. By this means delays in inspection are avoided, with the consequent complaints of contractors, who will often seize such a pretense,

if offered, to claim immunity from a just penalty for the delay in the delivery of material contracted for.

The close and careful inspection of all the materials entering into the construction of auxiliary engines used on board ship coming under the cognizance of this Bureau is resulting satisfactorily, and will surely repay the slight additional cost entailed. Necessarily the total weight of this material for auxiliary engines is not large, but its importance is great, as upon these small engines depend to a large extent the success of the powerful main engines driving the ship.

The headquarters of the various inspection districts are as follows:

Homestead Steel Works, Munhall, Pa.—One officer with five civilian assistants, one of whom has charge of the Bureau's chemical laboratory, do the inspection work of this district, which includes, in addition to the great steel works of the Carnegie Steel Company, thirty-nine manufacturing establishments doing Government work requiring inspection.

Midvale Steel Works, Nicetown, Philadelphia, Pa.—One officer and two civilian assistants do the inspection work of this district, where forty-two firms and manufacturing establishments in Philadelphia and vicinity do Government work requiring inspection. At Midvale and at Bethlehem, Pa., are made nearly all the large engine forgings of nickel steel used in naval machinery.

Bethlehem Steel Company, South Bethlehem, Pa.—One officer and three civilian assistant inspectors, one of whom has charge of the Bureau's chemical laboratory, do all the inspection work of the district, which includes eleven firms and manufacturing establishments doing Government work requiring inspection. The naval inspector of engineering material is also naval inspector of ordnance.

American Steel Castings Company, Chester, Pa.—One officer, the same who has charge at Midvale, and one civilian assistant do the inspection work of this district. In this district are made a large proportion of the steel castings used in the engines of our war ships. Many anchors for the Bureau of Equipment are also made in this district and inspected by this Bureau's inspectors. There are in this district eight firms and manufacturing establishments doing Government work requiring inspection. The naval inspector in charge of this district is also inspector of machinery for the Navy at the works of the Harlan & Hollingsworth Company, Wilmington, Del.

Harrisburg, Pa., room 21, post-office building.—One officer and one civilian assistant do the inspection work of this district. There are in this district five firms and manufacturing establishments doing Government work requiring inspection. Many heavy anchor chains are made in this district and inspected by this Bureau's inspectors.

Brooklyn, N. Y., room 5, post-office building.—In this important district three officers, two on the retired list, and three civilian assistants inspect the work done for the Government by sixty-eight firms and manufacturing establishments. Nearly all these places are located within a comparatively small area, so that inspection work is carried on without the great loss of time made necessary when the area to be covered by the inspectors is a large one. In this district are made many important auxiliary engines for naval vessels. The naval inspector of engineering material is also the naval ordnance inspector.

District of Connecticut, with headquarters at Hartford, Conn., room 1, post-office building.—One officer and two civilian assistants do the inspection work of this district. There are in this district twenty-four firms and manufacturing establishments doing work for the Government requiring inspection. In this district are made practically all the condenser tubes for Government vessels and a large part of the copper and brass pipe used in the Navy, also rolled composition material of various kinds.

District of the Middle West, with headquarters at Shelby, Ohio.—One officer, one warrant officer, and one civilian assistant do the inspection work of this district. There are in the district thirty-three firms and manufacturing establishments doing Government work requiring inspection. At Shelby are made a large proportion of the smaller size steel boiler tubes for the Navy.

District of Massachusetts, with headquarters at Boston, rooms 518 and 519, Beacon Building.—One line officer, one warrant officer, and one civilian assistant do the inspection work of this district. There are in the district sixty firms and manufacturing establishments doing Government work requiring inspection. These places are for the most part in Boston and vicinity. In this district are made many blower engines and steam pumps for the Navy, all requiring close inspection during manufacture.

In addition to the inspection work done in the regular inspection districts mentioned above, a large amount of material is inspected by officers detailed as naval inspectors of machinery, when such material is manufactured in the near vicinity of their stations. This is notably the case with the naval inspectors of machinery at the works of the Fore River Shipbuilding Company and the Bath Iron Works. The Bureau has one civilian assistant inspector of engineering material stationed at the Fore River Shipbuilding Company's works.

COURSE OF INSTRUCTION IN ENGINEERING FOR YOUNG OFFICERS OF THE LINE.

In compliance with Article 6, Section 1, Regulations for the Government of the Navy of the United States, 1905, a report on the instruction of line officers in engineering has been made to the Bureau of Navigation. Your attention is respectfully invited to this report.

REGISTER OF SHIPS.

BUREAU OF STEAM ENGINEERING.

MACHINERY DATA OF ALL SHIPS CARRIED ON THE ACTIVE LIST AND THOSE AUTHORIZED BY CONGRESS AND NOW UNDER DESIGN OR CONSTRUCTION.

Reports on condition and stations of ships are as appear on the date of July 1, 1906.
The speed and power figures are those obtained from the trial performance of the vessel on acceptance by the Navy, except in the case of those vessels re-boilered or re-engined by the Navy Department, when the data are obtained from the first speed trial after completion of work.

Coal endurance has been developed from the figures and curves of coal consumption averaged from a large number of cruising records of the individual ship.

Tables arranged as follows:

- United States Naval Vessels (over 600 tons), destroyers, and torpedo boats.
- Gunboats and Converted Yachts (under 600 tons).
- United States Naval Tugs.
- Wooden Steam Vessels Unfit for Sea.
- Vessels With Boilers but Without Propelling Machinery.

Abbreviations:

- Engines—Vert. 3-exp. (2) = Vertical triple expansion, two screws.
- Hor. comp. (1) = Horizontal compound, single screw.
- Incl. comp. (2) = Inclined compound, two screws.
- Boilers—S. E. = Single-ended, cylindrical.
- D. E. = Double-ended, cylindrical.
- S. W. = Straight-away, cylindrical.
- B. & W. = Babcock & Wilcox.
- Miscellaneous—T. B. = Torpedo boat.
- G. B. = Gunboat.
- Res. Flo. = Reserve Torpedo Flotilla.
- Arm. = Armored.
- Conv. = Converted.
- Prot. = Protected.
- Out Com. = Out of commission.

Machinery data of United

Name of vessel.	Type of vessel.	Displacement.	Type of engine.	Cylinder diameter.			stroke.	Number and type of boilers.	Total grate surface.
				H. P.	I. P.	L. P.			
		Tons.		In.	In.	In.	In.		Sq. ft.
Abarenda.....	Collier.....	4,670	Vert., 3-exp. (1)	23	38	62	42	2 S. E.	106
Adams.....	Cruiser.....	1,375	Horiz., comp. (1)	34½		51½	42	6 S. E.	192
Adder.....	Submarine t. b.	122.5	Otto gasoline engine; electric motor.					None.	
Ajax.....	Collier.....	7,500	Vert., 3-exp. (1)	26½	44	71	60	3 S. E.; 1 auxy.	157
Alabama.....	Battle ship.....	11,565	Vert., 3-exp. (2)	33½	51	78	48	8 S. E.	697.6
Albany.....	Prot. cruiser.....	3,769	do.	31	40	70	30	4 D. E.	468
Alert.....	Cruiser.....	1,020	Hor. comp. (1)	28½		42½	42	2 B. & W.	96
Alexander.....	Collier.....	6,181	Vert., 3-exp. (1)	24½	42	64	39	2 D. E.; 1 auxy.	105
Amphitrite.....	Monitor.....	3,990	Incl., comp. (2)	32		48	42	4 B. & W.	314
Annapolis.....	Comp. g. b.	1,060	Vert., 3-exp. (1)	15	24½	40	28	2 B. & W.	98
Arethusa.....	Tank steamer.....	6,200	do.	25½	40	66	45	2 D. E.; 1 auxy.	139.2
Arkansas.....	Monitor.....	3,235	Vert., 3-exp. (2)	17	26½	40	24	4 Thornycroft	198
Atlanta.....	Prot. cruiser.....	3,000	Hor., 3-exp. (1)	34	50½	74½	42	4 B. & W.; 2 S. E.	303
Bagley.....	Torpedo boat.....	167	Vert., 3-exp. (2)	17.22	24.78	37.37	21	2 Normand.	118
Bailey.....	do.	235	do.	20	30½	32	18	4 Seabury	236
Bainbridge.....	T. b. destroyer.....	452	do.	20½	32	38	22	4 Thornycroft	315
Baltimore.....	Prot. cruiser.....	4,413	Hor., 3-exp. (2)	42	60	94	42	4 D. E.	656
Bancroft.....	Gunboat.....	830	Vert., 3-exp. (2)	13½	21	31	20	2 S. E.	87.7
Barney.....	Torpedo boat.....	167	do.	17.22	24.78	37.37	21	2 Normand.	118
Barry.....	T. b. destroyer.....	462	do.	20½	32	38	22	4 Thornycroft	315
Bennington.....	Gunboat.....	1,710	Hor., 3-exp. (2)	22	31	50	30	4 S. W.	220
Biddle.....	Torpedo boat.....	168	Vert., 3-exp. (2)	17.22	24.78	37.37	21	2 Normand.	118
Birmingham.....	Scout.....	3,750	do.	28½	45	62	36	12 Fore River.	
Blakely.....	Torpedo boat.....	165	do.	14	22	25½	18	3 Normand.	150
Boston.....	Prot. cruiser.....	3,035	Hor. comp. (1)	54		74	42	8 S. E.	382
Brooklyn.....	Arm. cruiser.....	9,215	4 vert. 3-exp. (2)	32	47	72	42	5 D. E., 2 S. E.	1,016.2
Brutus.....	Collier.....	6,000	Vert., 3-exp. (1)	24	40	64	42	2 S. E., 1 auxy.	123.4
Buffalo.....	Conv. cruiser.....	6,888	do.	32	52	84	54	3 D. E.	409.5
Cæsar.....	Collier.....	5,016	do.	22½	37	61	42	2 D. E., 1 auxy.	104
California.....	Arm. cruiser.....	13,680	Vert., 3-exp. (2)	38½	63½	74	48	16 B. & W.	1,600
Castine.....	Gunboat.....	1,177	do.	15½	22½	35	24	2 S. W.	120
Celtic.....	Supply ship.....	6,428	Vert., 3-exp. (1)	26½	44	72	48	2 D. E., 1 auxy.	200
Charleston.....	Prot. cruiser.....	9,700	Vert., 3-exp. (2)	36	59½	69	45	16 B. & W.	1,400
Chattanooga.....	Cruiser.....	3,100	do.	18	29	35½	30	6 B. & W.	300
Chauncey.....	T. b. destroyer.....	460	do.	20½	32	38	22	4 Thornycroft.	315
Chester.....	Scout.....	3,750	Parsons turbines.					1 Normand.	
Chicago.....	Prot. cruiser.....	5,000	Hor., 3-exp. (2)	33½	50½	76	40	6 B. & W., 4 S. E.	633.3
Cincinnati.....	do.	3,213	Vert., 3-exp. (2)	24	44½	57	33	8 B. & W.	507
Cleveland.....	Cruiser.....	3,100	do.	18	29	35½	30	6 B. & W.	300
Colorado.....	Arm. cruiser.....	13,680	do.	38½	63½	74	48	32 Nicholas.	1,600
Columbia.....	Prot. cruiser.....	7,375	Vert., 3-exp. (3)	42	59	92	42	8 D. E., 2 S. E.	1,408
Concord.....	Gunboat.....	1,710	Hor., 3-exp. (2)	22	31	50	30	4 S. W.	220
Connecticut.....	Battle ship.....	16,000	Vert., 3-exp. (2)	32½	53	61	48	12 B. & W.	1,097
Craven.....	Torpedo boat.....	146	do.	17½	24½	37	21	2 Normand.	118.7
Culgoa.....	Repair ship.....	6,300	Vert., 3-exp. (1)	28	44½	72	48	2 D. E., 1 auxy.	185
Cushing.....	Torpedo boat.....	105	Vert., 4-exp. (2)	11½	16	22½	15	2 Thornycroft.	76.6
Cuttlefish.....	Submarine t. b.	170	6 cyl. gasoline.	11			12	None.	
Dahlgren.....	Torpedo boat.....	146	Vert., 3-exp. (2)	17½	24½	37	21	2 Normand.	118.7
Davis.....	do.	132	do.	15	19	22½	15	2 Thornycroft.	88
Dale.....	T. b. destroyer.....	457	do.	20½	32	38	22	4 Thornycroft.	315
Decatur.....	do.	450	do.	20½	32	38	22	do.	315
De Long.....	Torpedo boat.....	192	do.	14	22	25½	18	3 Normand.	150
Denver.....	Cruiser.....	3,100	do.	18	29	35½	30	6 B. & W.	300
Des Moines.....	do.	3,100	do.	18	29	35½	30	do.	300
Detroit.....	do.	2,089	do.	26½	39	63	26	3 D. E., 2 S. E.	367.9
Dixie.....	do.	6,145	Vert., 3-exp. (1)	33	52	84	54	3 D. E.	594
Dolphin.....	Dispatch boat.....	1,486	Vert. comp. (2)	42		78	48	2 D. E., 2 S. E.	269.6
Don Juan.....	Gunboat.....	1,159	Hor. comp. (1)	40		70	30	4 S. W.	164
de Austria.....	do.								
Dubuque.....	do.	1,000	Vert., 3-exp. (2)	9	15½	25½	21	2 B. & W.	100
Dupont.....	Torpedo boat.....	165	do.	16	22½	25	16	3 mod. Normand.	150.6

• Estimated.

• Surface.

• Submerged.

States naval vessels.

Total heating sur- face.	Trial speed.	Total maximum I. H. P.	Total bunker capac- ity.	Coal endurance at 10 knots per hour.	Total weight of ma- chinery.	Present condition of machinery as per last report.	Present service.
Sq. ft.	Knots.		Tons.	Knots	Tons.		
4,000	a 9.5	1,050	713	6,900		Good	Atlantic Fleet.
4,946	9.8	800	134	2,200		Fair	Station ship, Tutuila.
	{ b 8.732 c 7.08 }	70	d 850			Good	Res. Flo., Newport.
	a 12		450			Under repairs	Norfolk yard.
21,692	17.013	11,365	1,339	4,591	1,206.37	Good	Atlantic Fleet.
13,156	20.52	a 7,500	747	4,375	684.92	Under repairs	Out com., Bremerton.
4,250	10	560	217	3,742		do	Out com., Mare Island.
4,016	a 9	1,026	800	6,858		Good	Asiatic Fleet.
12,240	12	1,600	245	1,300		do	Station ship, Guantana- mo Bay, Cuba.
3,020	13.17	1,227	324	5,328	100.82	Under repairs	Out com., Mare Island.
5,474	a 10		620	6,400		Good	Atlantic Fleet.
9,370	12.71	1,830	340		256.25	do	Training midshipmen.
10,824	a 15½	a 3,500	569	3,594	a 539	do	Norfolk yard.
5,552	29.15	a 3,920	47			do	Res. Flo., Norfolk.
13,230	30.198	a 5,000	90		147.4	Awaiting repairs	Do.
17,768	28.45	a 8,000	180		208.8	Good	Asiatic Fleet.
16,673	19.5	8,978	1,100	5,300	827.5	do	Do.
2,086	14.37	1,213	139	2,900	104.73	do	Revenue Cutter Service.
5,552	29.04	a 3,920	47		a 80	do	Res. Flo., Norfolk.
17,768	28.12	a 8,000	139		208.85	do	Asiatic Fleet.
8,210	17.5	3,936	370	3,336	282.65	Under repairs	Mare Island yard.
5,552	28.57	a 3,910	47			Good	Res. Flo., Norfolk.
	a 24	a 16,000	1,250			38.4 per cent completed.	Fore River S. B. Co.
7,575	a 24	3,000	70		a 80	Good	Torpedo Sta., Newport.
8,920	15.6	4,300	490	3,700	662.4	do	Pacific Squadron.
32,598	21.91	18,770	1,460	5,000	1,333.8	do	Reserve, League Id.
4,000	a 9	a 1,200	440	3,800		Fair	Atlantic Fleet.
13,513.5	a 14.5	a 3,000	1,338	7,800		Under repairs	Out com., Mare Island.
3,760	a 10	a 1,500	817	8,526		Good	Atlantic Fleet.
70,944	a 22	a 23,000	2,000	5,000		94 per cent completed	Union Iron Works.
4,930	a 16.3	2,199	250	3,000	144.84	Under repairs	Portsmouth yard.
	a 10.5	a 1,690	760	6,000		Fair	Atlantic Fleet.
64,000	22.04	27,507	a 1,500			Good	Special service.
13,200	a 16.5	5,396	800	6,925	a 405	do	Asiatic Fleet.
17,768	a 28.64	8,000	139	a 3,024	a 189	do	Do.
	a 24	a 16,000	1,250			35.9 per cent completed.	Bath Iron Works.
23,252.6	a 18	9,000	889	3,806	921.64	Good	Pacific Squadron.
19,840	19.9	8,490	577	4,500		do	Asiatic Fleet.
13,200	16.45	4,685	800	6,925	a 405	do	Atlantic Fleet.
68,308	22.24	27,374	1,825			do	Do.
45,221	22.8	18,509	1,600	6,800	1,705.9	do	Special service.
8,210	16.8	3,404	380	3,336	284.58	do	Out com., Bremerton.
52,752	a 18	a 16,500	2,200	5,000		97.4 per cent completed.	New York yard.
5,553	30.1	a 4,200	32	1,498		Good	Torpedo Sta., Newport.
	14.6	1,896	968	7,000		Under repairs	Norfolk yard.
4,750	22.5	1,720	39	1,092	54.5	do	Reserve Flo., Norfolk.
						72.3 per cent completed.	Electric Boat Co., con- tractors; Fore River S. B. Co., builders.
5,553	a 30.5	4,200	32	1,498		Under repairs	New York yard.
4,763	23.41	1,750	40		52.04	Good	Mare Island yard.
17,768	28	a 8,000	139	a 2,500	201.26	Under repairs	Asiatic Fleet.
17,768	28.1	a 8,000	139	a 2,500	201.25	do	Cavite yard.
7,575	24.03	a 3,000	70	a 1,680	a 80	Good	Norfolk yard.
13,200	16.75	6,202	800	a 6,925	a 405	do	Atlantic Fleet.
13,200	16.65	5,400	800	a 6,925	a 405	do	Do.
10,978	18.71	5,227	345	2,976	400.31	Under repairs	Boston yard.
	a 16	a 3,800	1,204	7,000		Good	Commissioned June 2.
8,161.7	15.5	2,255	265	3,180	a 410	do	Special service.
4,442.3	a 13.5	a 1,500	225	2,250		do	Atlantic Fleet.
4,200	12.9	1,220	200			do	Do.
8,287.7	26.5		68	1,247	77.95	do	Reserve Flo., Norfolk.

d Gallons gasoline.

e Two low-pressure cylinders.

f At 14 knots (estimated).

Machinery data of United

Name of vessel.	Type of vessel.	Displacement.	Type of engine.	Cylinder diameter.				Number and type of boilers.	Total grate surface.
				H. P.	I. P.	L. P.	Stroke.		
		Tons.		In.	In.	In.	In.		Sq. ft.
Enterprise....	Cruiser.....	1,375	Hor. comp. (1)...	34		51	42	2 S. W.....	82
Erlsson.....	Torpedo boat.	120	Vert. 4-exp. (2)...	11½	16 21½	30	16	2 Thornycroft.	85
Farragut.....	do.....	273	Vert. 3-exp. (2)...	20	29	a 30	18	3 Thornycroft.	195
Florida.....	Monitor.....	3,225	do.....	17	26½	40	24	4 Mosher.....	240
Foote.....	Torpedo boat.	142	do.....	12	19½	a 22	16	2 Mosher.....	95
Fox.....	do.....	132	do.....	11½	19	a 22½	15	2 Thornycroft.	88
Frolic.....	Conv. gunboat	607	Vert. 3-exp. (1)...	14½	23 7½	30½	24	1 S. E., 1 auxy.	45
Galveston.....	Cruiser.....	3,100	Vert. 3-exp. (2)...	18	29	a 35½	30	6 B. & W.....	300
Gen. Alava.....	Transport....	1,390	Vert. 3-exp. (1)...	17	27	45	30	1 S. E., 1 auxy.	81.6
Georgia.....	Battle ship....	14,948	Vert. 3-exp. (2)...	35	57	a 66	48	24 Niclausse..	1,451.5
Glacier.....	Supply boat...	b 7,000	Vert. 3-exp. (1)...	30	48	78	54	3 D. E., 1 auxy.	246
Gloucester.....	Conv. gunboat	786	do.....	21	32	54	30	2 S. E.....	
Goldsbrough.	Torpedo boat.	247½	Vert. 3-exp. (2)...	19½	31½	a 35½	20	3 Thornycroft	216
Grampus.....	Submarine t. b	120	{ Otto gasoline engine.c Electric motor d					None.....	
Gwin.....	Torpedo boat.	46	Vert. 3-exp. (1)...	12½	18	25	13½	1 Normand....	38
Hancock.....	Conv. cruiser		do.....	33½	56	92	65½	3 D. E., 2 S. E.	448
Hannibal.....	Collier.....	4,291	do.....	20½	33	54	39	2 S. E.....	84
Hartford.....	Cruiser.....	2,790	Hor. comp. (1)...	35		66	48	4 S. E.....	186.4
Helena.....	Gunboat.....	1,392	Vert. 3-exp. (2)...	14½	22	33½	18	4 Hohenstein.	152
Hopkins.....	T. b. destroyer	467	do.....	22	32½	a 34	18	4 Thornycroft.	294
Hull.....	do.....	449	do.....	22	32½	a 34	18	do.....	294
Holland.....	Submarine t. b	74	{ Otto gasoline engine.c Electric motor d					None.....	
Idaho.....	Battle ship....	13,000	Vert. 3-exp. (2)...	25½	42	60	48	8 B. & W.....	768
Illinois.....	do.....	11,565	do.....	33½	51	78	48	8 S. E.....	685
Indiana.....	do.....	10,288	do.....	34½	48	75	42	8 B. & W.....	616
Iowa.....	do.....	11,340	do.....	39	55	85	48	3 D. E., 2 S. E.	756
Iris.....	Supply and repair ship.	6,100	Vert. comp. (1)...	31		70	48	2 D. E., 1 auxy.	154
Isla de Cuba.	Gunboat.....	1,125	Hor. 3-exp. (2)...	18½	29	43	24	2 S. W.....	148.5
Isla de Luzon.	do.....	1,125	do.....	18½	29	43	24	do.....	148.5
Justin.....	Collier.....	3,300	Vert. 3-exp. (1)...	21	35	57½	39	2 S. E.....	72
Kansas.....	Battle ship....	16,000	Vert. 3-exp. (2)...	22½	53	a 61	48	12 B. & W.....	1,100
Katahdin.....	Ram.....	2,155	Hor. 3-exp. (2)...	35	36	56	36	2 D. E., 1 S. E.	354
Kearsarge.....	Battle ship....	11,525	Vert. 3-exp. (2)...	33.5	51	78	48	3 D. E., 2 S. E.	685
Kentucky.....	do.....	11,525	do.....	33.5	51	78	48	do.....	685
Lawrence.....	T. b. destroyer	412	do.....	22	31	a 34	20	4 Fore River..	304
Lawton.....	Transport....	b 4,100	Vert. 3-exp. (1)...	28	44	70	65½	6 S. E.....	288
Lebanon.....	Collier.....	3,375	do.....	19	30	50	30	2 S. E.....	209
Leonidas.....	do.....	4,242	do.....	20.5	33	54	39	2 S. E., 1 auxy.	84
Louisiana.....	Battle ship....	16,655	Vert. 3-exp. (2)...	32½	53	a 61	48	12 B. & W.....	1,097
Machias.....	Gunboat.....	1,177	do.....	15.75	22.5	35½	24	2 S. W.....	120
Macdonough.	T. b. destroyer	405	do.....	22	31	a 34	24	4 Fore River..	304
Mackenzie.....	Torpedo boat.	65	Vert. 3-exp. (1)...	12	19.25	a 22	16	2 Thornycroft	40
Maine.....	Battle ship....	12,500	Vert. 3-exp. (2)...	38.5	59	92	42	24 Niclausse..	1,353
Manila.....	Transport....	1,800	Compound (1)...	32		61	39	2 S. E., 1 auxy.	117
Manly.....	Torpedo boat.	30	Single screw.....						
Marblehead.	Cruiser.....	2,089	Vert. 3-exp. (2)...	26.5	39	63	26	3 D. E., 2 S. E.	414
Marcellus.....	Collier.....	4,400	Vert. comp. (1)...	38		66	60	2 S. E.....	111
Marietta.....	Comp. gunboat.	1,000	Vert. 3-exp. (2)...	12	18	28	18	2 B. & W.....	98
Maryland.....	Arm. cruiser..	13,680	do.....	38½	63½	a 74	48	16 B. & W.....	1,600
Massachusetts.	Battle ship....	10,288	do.....	34.5	48	75	42	4 D. E., 2 S. E.	616
Mayflower.....	Conv. cruiser.	2,690	do.....	22.5	38	a 40	27	2 S. E., 1 auxy.	212
McKee.....	Torpedo boat.	65	Vert. 3-exp. (1)...	12	19.25	a 22	16	2 Thornycroft.	40
Miantonomah.	Monitor.....	3,990	Incl. comp. (2)...	32		48	42	6 S. E.....	360
Michigan.....	Battle ship....	16,000	Vert. 3-exp. (2)...					12 tubulous..	
Milwaukee.....	Prot. cruiser.	9,700	do.....	36	59½	a 69	45	16 B. & W.....	1,400
Minneapolis.....	do.....	7,375	Vert. 3-exp. (3)...	42	59	92	42	8 D. E., 2 S. E.	1,520.2

a Two low-pressure cylinders.

b Estimated.

States naval vessels—Continued.

Total heating surface.	Trial speed.	Total maximum I. H. P.	Total bunker capacity.	Coal endurance at 10 knots per hour.	Total weight of machinery.	Present condition of machinery as per last report.	Present service.
Sq. ft.	Knots.		Tons.	Knots.	Tons.		
2,980	11.4	800	45			Good	State school-ship, Mass.
4,698	22.62	1,875	40	984	57.47	Fair	Reserve Flo., Norfolk.
9,912	30.13	3,600	76	2,250	108.31	Good	Mare Island yard.
9,460	12.4	2,395	340	1,680	226.38	do.	Atlantic Fleet.
5,260	24.53	2,000	43	1,235	50.82	Under repairs	Reserve Flo., Norfolk.
4,763	22.05	1,750	40		51.92	Good	Mare Island yard.
1,235	11	550	80	1,920		do.	Out com., Cavite.
13,200	16.41	5,178	800	1,925	405	do.	Asiatic Fleet.
1,855	10	770	120	2,200		do.	Do.
57,225	19.26	25,463	1,932	3,800		97.5 per cent completed.	Bath Iron Works.
7,310	12.3	1,650	1,070	5,680		Good	Out com., Boston yard.
	17	2,000	93	1,150		Under repairs	Pensacola yard.
13,500	25.2	5,850	131			Accepted Nov. 29, 1905.	Bremerton yard.
	{ 8.45 7.3 }	160	850			Good	Mare Island yard.
1,870	20.88	850	8	500	15.6	do.	Reserve Flo., Norfolk.
14,578		4,000	2,570			do.	Reevg. ship, New York.
3,109	10	1,100	275	4,500		do.	Atlantic Fleet.
6,340	12	2,000	260		280	do.	Naval Academy.
5,092	15.5	1,988	274	2,300	185.18	Under repairs	Out com., Cavite.
17,612	29.02	8,456	150		205.7	Good	League Island yard.
17,612	28.03	9,119	150		189	Under repairs	Do.
	8	50				Good	Naval Academy.
32,640	17	10,000				59.1 per cent completed.	Wm. Cramp & Sons S. & E. B. Co.
21,640	17.44	12,898.7	1,297	4,250	1,278.77	Good	Atlantic Fleet.
19,194	15.55	9,738	1,550	4,000	1,241.85	do.	Do.
24,062	17.09	12,105	1,600	4,500	1,292.87	do.	Do.
4,918	10.5	1,300	2,100	10,000		do.	Out com., Mare Island.
5,508.5	13.08	807	160	1,920		Under repairs	Portsmouth yard.
5,508.5	11.23	534.7	160	1,920		do.	Pensacola yard.
3,196	10.9		167	3,300		Good	Asiatic Fleet.
40,750	18	16,500	2,200			85.2 per cent completed.	New York S. B. Co.
12,150	16.11	5,068	202	1,000	413.34	Under repairs	League Island yard.
22,104	16.8	11,954.4	1,573	5,316	1,195	Good	Atlantic Fleet.
22,104	16.9	12,318.4	1,591	5,360	1,197	do.	Do.
18,117	28.5	8,400	115		189	do.	Second Flo., Norfolk.
10,164		2,000				Fair	San Francisco-Manila.
	12.5		250			Good	Atlantic Fleet.
3,109	9.5	1,100	550	5,000		do.	Do.
52,752	18.82	21,350	2,400	5,000		Commissioned June 2.	Special service.
4,590	15.46	1,873	200	4,500	143.7	Under repairs	Out com., Pensacola.
18,117	28.03	8,400	115	1,920	189	Good	Atlantic Fleet.
2,168	20.11	1,192	15.3	720	26.6	do.	Reserve Flo., Norfolk.
58,104	18	15,840.8	1,803		1,599.03	do.	Atlantic Fleet.
3,191	11	800	200	2,160		Poor	Out com., Mare Island.
	17	250	2			Under repairs	Norfolk yard.
11,058	18.44	5,450	335	2,900	429	Good	Pacific Squadron.
	11	1,200	210			do.	Atlantic Fleet.
3,664	13.02	1,054	236	3,760	110.15	do.	Do.
						do.	Do.
70,944	22.41	28,474	1,950			do.	Do.
19,194.6	16.21	10,403	1,500	4,500	1,062	Under repairs	New York yard.
6,600	16.75	4,600	520	3,500		Fair	Special service.
2,294	19.82	550	15	720	22.68	Good	Torpedo Sta., Newport.
8,781	10	1,426	240	1,200	509.77	do.	Naval Militia, Md.
						To be built	New York S. B. Co.
64,000	22	21,000				96.1 per cent completed.	Union Iron Works.
50,147	23.07	20,802	1,520	6,300	1,672	Good	Atlantic Fleet.

* Surface.

* Submerged.

* Gallons gasoline.

Machinery data of United

Name of vessel.	Type of vessel.	Displacement.	Type of engine.	Cylinder diameter.				Number and type of boilers.	Total grate surface.
				H. P.	I. P.	L. P.	Stroke.		
		Tons.		In.	In.	In.	In.		Sq. ft.
Minnesota...	Battle ship...	16,000	Vert. 3-exp. (2)	32½	53	61 ^a	48	12 B. & W.	1,100
Mississippi...	do.	13,000	do.	25½	42	60	48	8 B. & W.	768
Missouri...	do.	12,500	do.	34.75	53	63 ^a	48	12 Thornycroft	1,000
Moccasin...	Submarine t. b.	122.55	Otto gasoline engine. ^a Electric motor. ^d					None.	
Mohican...	Cruiser.	1,900		42		64	42	4 S. E.	128
Monadnock...	Monitor.	3,990	Hor. 3-exp. (2)	19.75	30.75	52.75	30	4 S. E.	200
Montana...	Arm. cruiser.	14,500	Vert. 3-exp. (2)	38.5	63.5	74 ^a	48	16 B. & W.	1,590
Monterey...	Monitor.	4,084	do.	27	41	64	30	4 B. & W.	
Montgomery...	Cruiser.	2,089	do.	26.5	39	63	26	3 D. E., 2 S. E.	368.43
Morris...	Torpedo boat.	105	do.	12.5	18	25	13.5	2 mod. Normand.	80
Nanshan...	Collier.	4,827	Vert. 3-exp. (1)	23	38	61	42	2 S. E., 1 auxy	120
Nashville...	Gunboat.	1,719	Vert. 4-exp. (2)	11	17	34	18	4 Yarrow, 2 S. E.	142
Nebraska...	Battle ship.	14,948	Vert. 3-exp. (2)	35	57	66 ^a	48	12 B. & W.	1,342
Nero...	Collier.	4,925	Vert. 3-exp. (1)	23	37½	61½	39	2 S. E., 1 auxy.	90
Nevada...	Monitor.	3,218	Vert. 3-exp. (2)	17	26½	40	24	4 Niclausse.	220
Newark...	Prot. cruiser.	4,098	Hor. 3-exp. (2)	34½	52½	76½	40	4 D. E.	540
New Hampshire.	Battle ship.	16,000	Vert. 3-exp. (2)	32½	53	61 ^a	48	12 B. & W.	1,100
New Jersey.	do.	14,948	do.	35	57	66 ^a	48	12 B. & W.	1,342
New Orleans.	Prot. cruiser.	3,769	do.	31	46	70	30	4 D. E., 1 auxy.	480
Newport...	Comp. gunbt.	1,000	Vert. 3-exp. (1)	15.5	23.5	36	30	2 S. E.	78
New York...	Arm. cruiser.	8,200	4 vert. 3-exp. (2)	32	47	72	42	6 D. E., 2 S. E.	987.96
Nicholson...	Torpedo boat.	232	Vert. 3-exp. (2)	18	27	27.5 ^a	18	3 Mosher.	157.5
North Carolina.	Arm. cruiser.	14,500	do.	38½	63½	74 ^a	48	16 B. & W.	1,590
O'Brien...	Torpedo boat.	170	do.	18	27	27.5 ^a	18	3 Mosher.	157.5
Octopus...	Submarine t. b.	273	Explosion motors; electric motors ^d (2).					None.	
Ohio...	Battle ship.	12,500	Vert. 3-exp. (2)	35.5	53	63 ^a	48	12 Thornycroft	924
Olympia...	Prot. cruiser.	5,870	do.	42	59	92	42	4 D. E., 2 S. E.	824
Oregon...	Battle ship.	10,242	do.	34.5	48	75	42	4 D. E.	552
Paducah...	Gunboat.	1,000	do.	9	15½	25½	21	2 B. & W.	100
Panther...	Conv. cruiser.	4,260	Vert. 3-exp. (1)	25	41	67	42	4 S. E., 1 auxy.	246
Paul Jones...	T. b. destroyer.	476	Vert. 3-exp. (2)	20.5	32	38 ^a	22	4 Thornycroft	315
Pennsylvania.	Arm. cruiser.	13,680	do.	38.5	63.5	74 ^a	48	32 Niclausse.	1,600
Perry...	T. b. destroyer.	476	do.	20.5	32	38 ^a	22	4 Thornycroft	315
Petrel...	Gunboat.	892	Hor. comp. (1)	25		46	33	4 S. E.	93.2
Philadelphia.	Prot. cruiser.	4,410	Hor. 3-exp. (2)	38	58	86	40	4 D. E.	624
Pike...	Submarine t. b.	120	Otto gasoline engine. ^c Electric motor. ^d					None.	
Plunger...	do.	120	do.					do.	
Pompey...	Collier.	3,085	Vert. 3-exp. (1)	19½	38	51	32	1 S. E., 1 auxy.	74
Porpoise...	Submarine t. b.	120	Otto gasoline engine. ^c Electric motor. ^d					None.	
Porter...	Torpedo boat.	165	Vert. 3-exp. (2)	16	22.5	25 ^a	16	3 mod. Normand.	160.6
Prairie...	Conv. cruiser.	6,872	Vert. 3-exp. (1)	32	52	84	54	3 D. E., 1 auxy.	447
Preble...	T. b. destroyer.	475	Vert. 3-exp. (2)	20.5	32	38 ^a	22	4 Thornycroft	315
Princeton...	Comp. gunboat.	1,000	Vert. 3-exp. (1)	15½	23.5	36	30	2 S. E.	78
Prometheus.	Fleet collier.	12,500	Vert. 3-exp. (2)	28	44½	75	54		
Puritan...	Monitor.	6,060	Hor. comp. (2)	50		86	42	8 S. E.	566
Rainbow...	Distilling ship.	6,200	Vert. 3-exp. (1)	28	44	72	48	2 D. E.	246
Raleigh...	Prot. cruiser.	3,213	Vert. 3-exp. (2)	24	44.5	57 ^a	33	8 B. & W.	506
Ranger...	Cruiser.	1,020	Hor. comp. (1)	28		42	42	4 S. E.	120
Relief...	Hospital ship.	63,000	Vert. 3-exp. (1)	30	48	75	54	6 S. E.	447.75
Rhode Island	Battle ship.	14,680	Vert. 3-exp. (2)	35	57	66 ^a	48	12 B. & W.	1,342

^a Two low-pressure cylinders.^b Estimated.

States naval vessels—Continued.

Total heating surface.	Trial speed.	Total maximum I. H. P.	Total bunker capacity.	Coal endurance at 10 knots per hour.	Total weight of machinery.	Present condition of machinery as per last report.	Present service.
Sq. ft.	Knots.		Tons.	Knots	Tons.		
52,752	b 18	b 16,500	b 2,200			91.4 per cent completed.	Newport News S. B. & D. D. Co.
32,640	b 17	10,000				59.9 per cent completed.	Wm. Cramp & Sons S. & E. B. Co.
51,372	18.15	b 16,000	1,825		b 1,130	Good	Atlantic Fleet.
	{ c 8.416 d 7.244 }	160	c 850			do.	Reserve Flotilla.
3,284		b 1,150	167			Fair	Station ship, Subig Bay.
6,242	11.63	2,163	386	2,600	292.8	do.	Asiatic Fleet.
68,000	b 22	23,000				44.7 per cent completed.	Newport News S. B. & D. D. Co.
	13.6	5,244	207	1,430	451.92	Under repairs.	Cavite yard.
10,978	19.06	5,584	335	2,900	401.27	do.	League Island yard.
4,004	24	1,750	b 28	b 1,500	32.39	Good	Torpedo Sta., Newport.
3,365	11.2	1,400	417	4,224		To be repaired	Out com., Cavite yard.
5,350	16.3	2,536	395	3,400	170.74	Under repairs.	Boston yard.
56,184	b 19	b 19,000	b 1,700			95.2 per cent completed.	Moran Bros. Co., Seattle.
4,800	b 9	b 1,000	323	4,500		Good	Atlantic Fleet.
8,876	13.04	2,003.7	335	b 1,680	274.91	Excellent	Naval Academy.
16,736.5	b 19	8,868	780	4,440	653	Fair	Do.
47,112	b 18	b 16,500				48 per cent completed.	New York S. B. Co.
56,184	19.18	23,570	1,995			Excellent	Special service.
14,378	b 20	7,500	743	4,400		Under repairs.	Mare Island yard.
2,524	12.29	1,009	234	3,500	109.69	Good	Atlantic Fleet.
32,958	21	17,401	1,300	4,800	1,311.3	Under repairs.	Boston yard.
8,406	b 26	b 3,500			b 80	Good	Out com., Norfolk.
63,000	b 22	23,000				50.5 per cent completed.	Newport News S. B. & D. D. Co.
8,406	b 26	b 3,500			b 80	Under repairs.	Reserve Flo., Norfolk.
						75.9 per cent completed.	Electric Boat Co., contractors; Fore River S. B. Co., builders.
60,130	17.82	16,507	2,119		b 1,130	Good	Flagship, Asiatic Fleet.
28,298.6	21.68	17,313	1,054	4,200	1,162.56	Under repairs.	Out com., Norfolk yard.
16,832	16.79	7,500	1,540	5,300	1,009.23	do.	Out com., Bremerton.
4,200	12.82	1,268	200			Good	Atlantic Fleet.
	13		700	4,800		Under repairs.	Out com., League Island.
17,783	28.91	8,000			201.25	Good	Pacific Squadron.
68,308	22.44	29,071	1,825			do.	Atlantic Fleet.
17,763	28.32	b 7,950			200.67	Fair	Pacific Squadron.
2,504.8	11.55	1,045	200	3,200	112.5	Under repairs.	Mare Island yard.
20,457	19.68	8,815	1,020	5,400	705.36	Good	Rec. ship, Bremerton.
	{ c 8.51 d 7.18 }	b 160	c 850			do.	Mare Island yard.
	{ c 8.876 d 7.258 }	b 160	c 850			do.	New York yard.
2,672	10.5		203			Under repairs.	Out com., Cavite.
	{ c 8.4 d 7.1 }	b 160	c 850			Good	New York yard.
8,288	28.63		68	1,190	77.95	do.	Reserve Flo., Norfolk.
10,506	b 14.5	b 3,800	1,370	8,200		Under repairs.	Boston yard.
17,782	28.08	7,370.5			201.23	Good	Mare Island yard.
2,524	10.63	923	239	3,800	104.46	do.	Pacific Squadron.
	b 16	1,111	1,500		1,125	Not begun	To be built at Mare Island yard.
13,280	12.4	3,700	306	1,140		Good	Naval Militia, D. C.
6,419	b 12	b 1,800	1,121	4,872		do.	Asiatic Fleet.
21,130	b 20	b 8,500	577	b 4,560		do.	Do.
2,945	10	b 500	178			do.	Out com., Cavite.
		2,666				Under repairs.	Out com., Mare Island.
56,184	19.01	20,627	1,700			Commissioned Feb. 19; good.	Special service.

c Surface.

d Submerged.

e Gallons gasoline.

Machinery data of United

Name of vessel.	Type of vessel.	Displacement.	Type of engine.	Cylinder diameter.				Number and type of boilers.	Total grate surface.
				H. P.	I. P.	L. P.	Stroke.		
		Tons.		In.	In.	In.	In.		Sq. ft.
Rodgers.....	Torpedo boat.	142	Vert. 3-exp. (2).	12	19½	22 ^a	16	2 Mosher.....	95
Rowan.....	do.	182	do.	14.5	23	25½ ^a	18	3 Mosher.....	143.4
Salem.....	Scout.	3,750	Curtis turbines					12 Fore River.	
San Francisco.	Prot. cruiser.	4,098	Hor. 3-exp. (2).	42	60	90	36	4 D. E.....	553
Saturn.....	Collier.....	6,220	Vert. 3-exp. (1).	22	32	52	48	4 D. E., 1 auxy.	
Scorpion.....	Conv. gunboat.	850	Vert. 3-exp. (1).	15	24	30	21	4 Yarrow.....	159.4
Shark.....	Submarine t. b.	120	{ Otto gasoline engine. ^c Electric motor. ^d					None.	
Shubrick.....	Torpedo boat.	189	Vert. 3-exp. (2).	14	22	25½ ^a	18	3 Thornycroft.	137
Solace.....	Transport....	4,700	Vert. 3-exp. (1).	28	44	74	54	3 D. E., 1 auxy.	328
Somers.....	Torpedo boat.	145	Vert. 4-exp. (1).	17	{ 24 33½	42½	18½	1 locomotive..	47
Southery.....	Prison ship...	3,100	Vert. 3-exp. (1).	21	35	57½	39	2 S. E., 1 auxy.	108
South Carolina.	Battle ship...	16,000	Vert. 3-exp. (2).	32	52	72 ^a	48	12 tubulous...	61,050
South Dakota.	Arm. cruiser...	13,680	do.	38½	63½	74 ^a	48	16 B. & W....	1,600
Sterling.....	Collier.....	5,663	Vert. 3-exp. (1).	20	32	53	42	1 D. E., 1 auxy.	
St. Louis.....	Prot. cruiser.	9,700	Vert. 3-exp. (2).	36	50½	69 ^a	45	16 B. & W....	1,400
Stewart.....	T. b. destroyer	439	do.	20.5	32	38 ^a	22	4 Seabury.....	315
Stiletto.....	Torpedo boat.	31	Vert. comp. (1).	12		21	12	1 Almy.....	29
Stockton.....	do.	197	Vert. 3-exp. (2).	14	22	25½ ^a	18	3 Thornycroft.	137
Stringham.....	do.	340	do.	22	32½	34 ^a	18	4 Thornycroft.	252
Supply.....	Conv. cruiser.	4,460	Vert. 3-exp. (1).	23	36	60	36	1 D. E., 2 auxy.	114
Tacoma.....	Cruiser.....	3,100	Vert. 3-exp. (2).	18	29	35.5 ^a	30	6 B. & W....	300
Talbot.....	Torpedo boat.	464	Vert. 3-exp. (1).	12.5	18	25	13.5	1 Normand....	38
Tarantula.....	Submarine t. b.	170	Explosion motor, ^c electric motor. ^d (1).					None.	
Tennessee.....	Arm. cruiser..	14,500	Vert. 3-exp. (2).	38.5	63.5	74½ ^a	48	16 B. & W....	1,650
Terror.....	Monitor.....	3,990	Incl. comp. (2).	32		48	46	6 S. E.....	378
Texas.....	Battle ship...	6,315	Vert. 3-exp. (2).	36	51	78	39	4 D. E.....	531.6
Thornton.....	Torpedo boat.	193	do.	14	22	25½ ^a	18	3 Thornycroft.	137
Tingey.....	do.	190	do.	14	22	23½ ^a	18	do.	137
Topeka.....	Gunboat.....	2,372	Hor. comp. (2).	35.5		58	36	2 D. E., 2 S. E.	273
Truxtun.....	T. b. destroyer	486	Vert. 3-exp. (2).	23	34	37 ^a	20	4 Thornycroft.	300
Vermont.....	Battle ship...	16,000	do.	32.5	53	61 ^a	48	12 B. & W....	1,100
Vestal.....	Fleet collier.	12,500	do.	28	44½	75	54		
Vesuvius.....	Torp. cruiser.	929	Vert. 3-exp. (2).	21.5	31	34 ^a	20	4 S. W.....	195
Vicksburg.....	Comp. gunboat.	1,000	Vert. 3-exp. (1).	15	23.5	36	30	2 S. E.....	78
Viper.....	Submarine t. b.	170	Explosion motors, ^c electric motor. ^d					None.	
Virginia.....	Battle ship...	14,979	Vert. 3-exp. (2).	35	57	66 ^a	48	24 Niclausse..	1,459.7
Vixen.....	Conv. gunboat.	806	Vert. 3-exp. (1).	18	27	48	25	2 S. E.....	
Washington.....	Arm. cruiser..	14,500	Vert. 3-exp. (2).	38.5	63.5	74 ^a	48	16 B. & W....	1,600
Wasp.....	Conv. gunboat.	636	Vert. 3-exp. (1).	21.5	31	34 ^a	20	2 S. E., 1 auxy.	
West Virginia.	Arm. cruiser..	13,680	Vert. 3-exp. (2).	38½	63½	74 ^a	48	16 B. & W....	1,600
Wheeling.....	Comp. gunboat.	1,000	do.	12	18	28	18	2 S. E.....	60
Whipple.....	T. b. destroyer	481	do.	23	34	37 ^a	20	4 Thornycroft.	300
Wilkes.....	Torpedo boat.	205	do.	14	22	25½ ^a	18	3 Seabury.....	137.4
Wilmington.....	Gunboat.....	1,719	do.	14.5	22	33.75	18	4 Hohenstein	
Winslow.....	Torpedo boat.	142	do.	12	19½	22 ^a	16	2 Mosher.....	95
Wisconsin.....	Battle ship...	11,565	do.	33.5	51	78	48	8 S. E.....	640
Wolverine.....	Cruiser.....	665	Inclined simple			36 ^a	96	2 S. E.....	91
Worden.....	T. b. destroyer	476	Vert. 3-exp. (2).	23	34	37 ^a	20	4 Thornycroft.	300
Wyoming.....	Monitor.....	3,218	do.	17	26½	40	24	4 B. & W....	216
Yankee.....	Conv. cruiser.	6,888	Vert. 3-exp. (1).	32	52	84	54	3 D. E., 1 S. E.	458
Yankton.....	Conv. gunboat.	975	do.	18	29	47	33	1 S. E.....	67
Yerktown.....	Gunboat.....	1,710	Hor. 3-exp. (2).	22	31	50	30	4 S. W.....	220
Zafiro.....	Transport....	1,200	Compound.					1 S. E.....	

^a Two low-pressure cylinders.^b Estimated.

States naval vessels—Continued.

Total heating sur- face.	Trial speed.	Total maximum I. H. P.	Total bunker capac- ity.	Coal endurance at 10 knots per hour.	Total weight of ma- chinery.	Present condition of machinery as per last report.	Present service.
Sq. ft.	Knots.		Tons.	Knots.	Tons.		
5,260	24.5	2,411	44	1,200	50.82	Good.....	Reserve Flo., Norfolk.
7,890	27.07	3,200	60	1,800	82.71	do.....	Puget Sound Navy-Yd.
19,656	b 24	b 16,000	1,250	4,000	749.12	39.3 per cent completed.	Fore River S. B. Co.
	19.52	9,913	650			Under repairs.....	Out com., Norfolk yard.
	11	1,500	335	3,500		Good.....	Pacific coast collier.
8,384	17.85	2,800	133	2,200		do.....	Atlantic Fleet.
	{ c 8.27 d 7.28 }	b 160	b 850			do.....	New York yard.
7,548	b 26	3,000	70	2,240	b 80	do.....	Reserve Flo., Norfolk.
10,910	b 15	b 3,200	1,163	7,000		Under repairs.....	Mare Island yard.
2,242	b 23	b 1,900	30			Fair.....	Reserve Flo., Norfolk.
972	b 11		380	5,500		do.....	Portsmouth yard.
b 46,750		b 16,500				To be built.....	Wm. Cramp & Sons S. & E. B. Co.
70,944	b 22	b 23,000				91.8 per cent completed.	Union Iron Works.
	b 11	b 1,000	550	7,000		Under repairs.....	Atlantic Fleet.
64,000	b 22	b 21,000				98.8 per cent completed.	Neafie & Levy, Phila.
17,782	29.7	b 8,000	139		204.65	Under repairs.....	Out com., Norfolk.
1,100	18.22	350	6	168	10.95	Good.....	Torpedo Sta., Newport.
7,548	25.88	3,000	70	1,680	88.64	do.....	Third Flo., Norfolk.
16,020	b 25.33	b 7,200	96			do.....	Naval Academy.
3,827		1,000	952	8,160		do.....	Station ship at Guam.
13,200	16.58	5,424	675		b 405	do.....	Atlantic Fleet.
1,870	21.15	850			15.56	do.....	Norfolk yard.
						59 per cent completed..	Electric Boat Co., con- tractors; Fore River S. B. Co., builders.
70,940	22.16	27,430	2,000			99.75 per cent completed.	Wm. Cramp & Sons S. & E. B. Co.
8,781	b 12	1,600	260	1,300	486.88	Fair.....	Out com., League Island.
16,912.4	17.8	8,610	830	2,900	692.64	Good.....	Atlantic Fleet.
7,548	27.57	3,000	70		88.64	do.....	Reserve Flo., Norfolk.
7,548	b 26	3,000	70		b 80	do.....	Do.
8,462	b 16	b 2,200	394	3,800		Condemned.....	Out com., Portsmouth.
19,748	29.58	8,300	185		207.16	Good.....	Second Flo., Norfolk.
46,750	b 18	b 16,500	2,200			88.5 per cent completed.	Fore River S. B. Co.
	b 16	b 7,500	b 1,500		1,125	To be built.....	New York yard.
8,981	21.65	4,205	145	1,800	214.93	Fair.....	Torpedo Sta., Newport.
2,524	12.71	1,118	235	4,000	109.67	Under repairs.....	Mare Island yard.
						62 per cent completed..	Electric Boat Co., con- tractors; Fore River S. B. Co., builders.
57,534	19.01	23,468	b 1,700			Excellent.....	Special service.
	b 16	b 1,250	170	3,000		Under repairs.....	Pensacola yard.
70,944	b 22	b 23,000	2,000			99 per cent completed.	New York S. B. Co.
	b 16.5	b 1,800	108	2,880		Under repairs.....	Boston yard.
70,944	22.15	26,466	1,950	b 5,000		Good.....	Atlantic Fleet.
2,508	12.88	1,080	226	4,000	115.61	Under repairs.....	Out com., Bremerton.
19,748	28.24	8,300	185		207.45	Good.....	Second Flotilla.
7,800	25.99	3,000	70	2,400	95.16	do.....	Reserve Flo., Norfolk.
	15.08	1,894	280	2,200	185.15	do.....	Asiatic Fleet.
5,260	24.82	2,000	42	1,200	50.82	Under repairs.....	New York yard.
21,205	17.17	12,600	1,295	4,200	1,278.08	Good.....	Asiatic Fleet.
2,572			125	2,240		do.....	Spec. serv., Great Lakes.
19,748	29.86	8,300	185		207.48	do.....	Atlantic Fleet.
8,800	11.8	2,451.69	380		263.30	Under repairs.....	Mare Island yard.
10,641	b 14	b 3,800	988	5,200		Fair.....	Special service.
1,872	b 14	b 750	170	2,640		do.....	Training Sta., Newport.
8,092	16.14	3,392	370	3,300	264.82	Under repairs.....	Out com., Mare Island.
	10.5	850	175	2,880			Mare Island yard.

c Surface.

d Submerged.

e Paddle wheels.

Gunboats and converted yachts under 600 tons displacement.

Name of vessel.	Type of vessel.	Displacement.	Trial speed.	Total maximum I. H. P.	Total bunker capacity.	Condition of machinery as per last report.	Present service.
		<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>		
Aileen.....	Conv. yacht..	192	14	500	45	Good.....	Naval Militia, New York.
Alvarado.....	do.....	100	9		16	Repairing..	Norfolk yard.
Arayat.....	do.....	137	a 10	(b)	33	Good.....	Asiatic Fleet, Leyte.
Calamianes.....	do.....	151	8	b 125	25	do.....	Do.
Callao.....	do.....	208	10	b 250	33	do.....	Asiatic Fleet.
Dorothea.....	do.....	594	14	1,558	78	do.....	Naval Militia, Illinois.
Eagle.....	do.....	434	15.5	850	65	do.....	Special service.
Elcano.....	Gunboat.....	560	11	b 600	93	Good.....	Asiatic Fleet.
Elfrida.....	Conv. yacht..	173	10.5	200	23	Fair.....	Naval Militia, Connecticut.
Hawk.....	do.....	375	14.5	1,000	70	Good.....	Naval Militia, Ohio.
Hist.....	do.....	472	14.5	1,000	60	do.....	Tender, 2d nav. district.
Hornet.....	do.....	424	15	800	70	do.....	Norfolk yard.
Huntress.....	do.....	82	14		17	do.....	Naval Militia, New Jersey.
Inca.....	do.....	120	14	400	25	do.....	Naval Militia, Massachusetts.
Leyte.....	Gunboat.....	151	8	b 120	24	Repairing..	Cavite yard.
Mariveles.....	do.....	142	7	b 125	30	Good.....	Asiatic Fleet.
Mindoro.....	do.....	142	7	b 125	30	do.....	Loaned to Army.
Oneida.....	Conv. yacht..	150	12	350	20	Fair.....	Naval Militia, District of Columbia.
Pampanga.....	Gunboat.....	201	10	b 250	33	Good.....	Asiatic Fleet, Tacloban.
Panay.....	do.....	142	8	b 125	26	Repairing..	Cavite yard.
Paragua.....	do.....	201	8.8	b 250	33	Fair.....	Asiatic Fleet.
Pinta.....	do.....	550		310	220	Bad.....	Naval Militia, California.
Quiros.....	do.....	350	11	550	78	Good.....	Asiatic Fleet.
Restless.....	Conv. yacht..	137	13	500	16	Fair.....	Norfolk yard.
Samar.....	Gunboat.....	210	10.5	250	33	Repairing..	Cavite yard.
Sandoval.....	do.....	100	8	666	16	do.....	Norfolk yard.
Shearwater.....	Conv. yacht..	122	12		12	Good.....	Naval Militia, Pennsylvania.
Siren.....	do.....	315	13		45	Fair.....	Norfolk yard.
Stranger.....	do.....	546	14		50	Good.....	Naval Militia, Louisiana.
Sylph.....	do.....	152	15	550	40	do.....	Special service.
Sylvia.....	do.....	302	9		60	Repairing..	Naval Militia, Maryland.
Villalobos.....	do.....	347		500	65	Fair.....	Asiatic Fleet.

a Estimated.

b Twin screws.

Machinery data of United States naval tugs.

Name of vessel.	Displacement.	Trial speed.	Total maximum I. H. P.	Total bunker capacity.	Present condition of machinery as per last report.	Present service.
	<i>Tons.</i>	<i>Knots.</i>		<i>Tons.</i>		
Accomac.....	187	10	250	35	Good.....	Navy-yard, Pensacola.
Active.....	296	12	600	80	do.....	Navy-yard, Mare Island.
Alice.....	356	10	250	15	do.....	Navy-yard, Norfolk.
Apache.....	650	10	550	120	Fair.....	Navy-yard, New York.
Chickasaw.....	100	10		20	Under repairs.	Do.
Choctaw.....	350	10	188	70	Poor.....	Navy-yard, Washington.
Fortune.....	450	10	340	108	Good.....	Pacific Squadron, tender.
Hercules.....	198	12		40	do.....	Navy-yard Norfolk.
Iroquois.....	702	13.25	1,000	205	Fair.....	Naval station, Honolulu.
Iwana.....	192	11.5	300	35	do.....	Navy-yard, Boston.
Massasoit.....	202	9		34	Good.....	Naval station, Key West.
Modoc.....	241	10		40	Fair.....	Do.
Mohawk.....	420	12	400	22	do.....	Navy-yard, Norfolk.
Narkeeta.....	192	11.5	300	35	do.....	Navy-yard, New York.
Nezinscot.....	156	10	400	40	Good.....	Navy-yard, Portsmouth, N. H.
Nina.....	357	11.12	388	80	do.....	Navy-yard, New York.
Osceola.....	571	14		140	do.....	Navy-yard, Pensacola.
Patapseo.....					Under design..	
Patuxent.....					do.....	
Pawnee.....	275	10	250	16	Fair.....	Navy-yard, New York.
Pawtucket.....	225	12.2	450	30	do.....	Navy-yard, Puget Sound.
Penacook.....	225	12	450	28	Good.....	Guantanamo Bay.
Pentucket.....	158	12	450	28	do.....	Navy-yard, New York.
Peoria.....	488	9		68	do.....	Newport, R. I., training station.
Piscataqua.....	631	16	2,000	328	do.....	Asiatic Station.
Pontiac.....	401	10.5	425	45	do.....	Navy-yard New York.
Potomac.....	677	16	2,000	200	Repairing..	Navy-yard, League Island
Powhatan.....	194	13	397	57	Good.....	Navy-yard, New York.

Machinery data of United States naval tugs—Continued.

Name of vessel.	Displacement.	Trial speed.	Total maximum I. H. P.	Total bunker capacity.	Present condition of machinery as per last report.	Present service.
	Tons.	Knots.		Tons.		
Rapido.....	66				Good.....	Asiatic Station.
Rocket.....	270	8	450			Navy-yard, Norfolk.
Samoset.....	225	12	450	30	Fair.....	Navy-yard, League Island.
Sebago.....	190	12	506	30	do.....	Navy-yard, Pensacola.
Sioux.....	155	10	290	45	Good.....	Navy-yard, Portsmouth, N. H.
Sotoyomo.....	158	11.1	506	28	do.....	Navy-yard, Mare Island, Cal.
Standish.....	450	10	340	80	do.....	Naval Academy.
Tecumseh.....	214	11	500	40	Fair.....	Navy-yard, Washington.
Traffic.....	280	10		36	Good.....	Navy-yard, New York.
Triton.....	212	13	300	45	do.....	Navy-yard, Washington.
Unadilla.....	345	12	500	(a)	Fair.....	Navy-yard, Mare Island.
Uncas.....	441	12	750	120	Good.....	Naval station, San Juan.
Vigilant.....	300	12	450	75	do.....	Navy-yard, Mare Island.
Waban.....	150	13		25	do.....	Navy-yard, Pensacola.
Wahneta.....	192	11.5	300	35	do.....	Navy-yard, Norfolk.
Wompatuck.....	462	13	650	130	do.....	Asiatic Station, Cavite Navy-Yard.

• 7,885 gallons oil fuel.

Wooden steam vessels unfit for sea.

Name of vessel.	Type of vessel.	Displacement.	Trial speed.	Total maximum I. H. P.	Total bunker capacity.	Present condition of machinery as per last report.	Present service.
		Tons.	Knots.		Tons.		
Essex.....	Bark.....	1,375	10.5	800	160	Fair.....	Naval Militia, Ohio.
Franklin.....	Reevg. ship...	5,170	9	1,050		Bad.....	Norfolk yard.
Gopher.....	Tender.....	840	9	300	80	Fair.....	Naval Militia, Minnesota.
Ionie.....	Bark.....	1,575	10.7	1,202	128	Bad.....	Marine-Hospital Service.
Lancaster.....	Reevg. ship...	3,250	9.7	1,000	326	Poor.....	League Island yard.
Marion.....	Bark.....	1,900	11.25	1,100	135	Engines fair, boilers bad.	Naval Militia, California.
Nipsic.....	do.....	1,375	10.7	839	132	Bad.....	Puget Sound yard.
Omaha.....	do.....	2,400	11.3	953		Removed.....	Marine-Hospital Service.
Pensacola.....	Reevg. ship...	3,000			285	do.....	Yerba Buena Id., Cal.
Richmond.....	do.....	2,700	9.5	692	265	Bad.....	Auxiliary to Franklin.
Wabash.....	do.....	4,650	9.15	950		do.....	Boston yard.
Yantic.....	Bark.....	900	8.30	310	130	Fair.....	Naval Militia, Michigan.

Vessels without propelling machinery, but with boilers and auxiliary machinery.

Name of vessel.	Type of vessel.	Displacement.	Propulsion.	Coal capacity.	Condition of auxiliary machinery as per last report.	Present station.
Cumberland.....	Steel traing. ship.	1,910	Sails..	50		Build'g, Boston yard.
Intrepid.....	do.....	1,800	do..	50		Building, Mare Island.
Reina Mercedes.....	do.....	3,090	do..		Good.....	Training sta., Newport.
Severn.....	do.....	1,325	do..		do.....	Naval Academy.

Respectfully submitted.

C. W. RAE,
Engineer-in-Chief, U. S. Navy, Chief of Bureau.

The SECRETARY OF THE NAVY.

NAVY 1906—48

REPORT OF THE PAYMASTER-GENERAL OF THE NAVY, CHIEF OF THE BUREAU OF SUPPLIES AND ACCOUNTS.

NAVY DEPARTMENT,
BUREAU OF SUPPLIES AND ACCOUNTS,
Washington, D. C., October 1, 1906.

SIR: I have the honor to present the report of the Paymaster-General of the Navy upon the operations of the Bureau of Supplies and Accounts for the fiscal year ending June 30, 1906, accompanied by the estimates for the coming year, prepared in accordance with the Department's instructions of August 8, 1906, and tabulated statements, as follows:

- A.—General financial statement.
- B.—Statement showing expenditures of money and material at shore stations and objects to which applied.
- C.—Statement showing operations of the Naval Supply Fund to June 30, 1906.
- D.—Statement showing the value of supplies on hand July 1, 1905, the receipts from purchase and other sources, the expenditures during the year, and the balance on hand June 30, 1906.
- E.—Statement of the value of stores received and expended on board ships in commission.
- F.—Statement showing cost of maintaining ships in commission.
- G.—Statement of public sales of Government property.
- H.—Statement of payments through the Paymaster-General's office on contract, open purchase, and open-contract vouchers.
- I.—Statement showing receipts and expenditures of provisions, contingent, clothing, and small stores, and balances on hand June 30, 1906; also account of the clothing and small stores fund for the fiscal year.
- J.—Schedule of proposals received.

These statements cover all transactions involving expenditures for the naval establishment, and show, in principal items, as follows:

Total credits, including balance from last fiscal year.....	\$163, 113, 070. 20
Total debits.....	123, 606, 428. 01
Leaving a balance of appropriations on June 30, 1906, of.....	39, 506, 642. 19
Amount drawn from the Treasury.....	107, 351, 447. 38
Expenditures on account of construction of new ships, including labor and material.....	31, 764, 556. 58
Cost of repairs to ships and equipage at home and abroad.....	5, 550, 309. 01
Cost of maintaining ships in commission (other than receiving ships), including pay of officers and men, subsistence, and incidental expenses.....	19, 604, 749. 69
Cost of maintaining receiving ships, including pay of officers and enlisted men, subsistence, and incidental expenses.....	3, 986, 400. 09

Cost to the Navy:

Of the Light-House Establishment.....	\$78, 334. 03
Of the Fish Commission.....	64, 800. 73
Of the Naval Militia of the several States.....	262, 034. 67
The deposits of savings by enlisted men during the year amount to.....	636, 980. 50
And the repayments.....	582, 043. 95
Total amount to credit of the fund on June 30, 1906, was.....	951, 652. 88
Interest paid at 4 per cent per annum upon repayment amounted to..	33, 848. 14

Twenty-one assistant paymasters have been commissioned during the past year, as the result of two most successful competitive examinations; the corps being thus recruited to its authorized strength. At the ensuing terms of the Naval Pay Officers' School, the 21 assistant paymasters newly commissioned, as well as 8 junior pay officers who had seen some service, were graduated. It is noteworthy that, of the 17 who completed the course at the last session, the general average of merit on the final written examination was 93.59 per cent. The Pay Corps has been distinctly benefited by the school; and, without question, the good effect in the future will be even more marked.

The status of paymasters' clerks remains most unsatisfactory. In addition to the reasons stated in my former reports, it is deemed necessary as a protection to the service itself to give paymasters' clerks some encouragement, not only for the purpose of attracting desirable men, but also in order that they may have some incentive to remain and to properly conduct themselves after entering the Navy. A reasonable and conservative solution of this problem is contained in Senate bill No. 6413, introduced January 9, 1905, by the chairman of the Committee on Naval Affairs; and I trust that the Department may see its way clear to urge the passage of a measure embodying its essential features.

The need for a considerable increase in the Naval Supply Fund becomes every day more manifest; and I again most earnestly recommend that the fund be so increased as to make its amount proportionate to its purpose. Until this is done, the maintenance of separate stocks of the same article for different bureaus will continue to absorb a much greater aggregate sum under various appropriations, consequently requiring greater annual expenditures by reason of (a) increased cost of purchase in separate small lots, (b) greater expense for separate care and storage, and (c) unnecessarily large total quantities by reason of each bureau maintaining an individual reserve stock for emergencies, with resulting increased losses from deterioration. Each of the reasons which necessitated the creation of this fund would seem to afford sufficient argument to justify its increase to an amount sufficient to maintain a working stock of all ordinary commercial articles in common use by the different bureaus.

In view of the past unsatisfactory experience with commutation of rations, and particularly as the new navy ration is considered sufficient in all respects to actually subsist the men, it would seem that the time has surely come when general commutation should cease.

Drastic restrictive rules are needed for the government of the ship's store, in order that the incurring of debts may be immediately and entirely stopped.

It is a source of gratification that, during the recent past, the number of reputable dealers and manufacturers not heretofore dealing with the Navy has materially increased. An enlargement of the bidding list of direct producers, also, has eliminated, to a considerable

extent, the middleman and the speculator. This fact together with wide competition has had a decided tendency to reduce the cost of naval supplies, and is directly ascribable to the business public's appreciation of the efforts which have been and are constantly being made to expedite every transaction and to conform as far as practicable to modern commercial methods.

The total value of articles manufactured by the naval clothing factory during the year was \$344,006.83; the decrease in value, as compared with the output of the preceding year, being attributable to the fact that the stock on hand had reached a point where it was deemed wise to curtail the output temporarily. It is especially desirable to have all the work done within the factory; and it is recommended that an additional story be erected so as to enable building 31 at New York Navy-Yard to accommodate the machinery.

The clerical force of the Bureau of Supplies and Accounts is entirely inadequate for the prompt and efficient performance of its prescribed duties. As the work of the Bureau is augmented by every item in the growth of the Naval Establishment, a greater proportionate increase in its clerical force, as compared with that of any other naval bureau, is logically imperative; but such increase in the force as has been made from time to time, during the past eight years, has never been commensurate with actual needs. Although the work has been reduced to the last degree by systematizing and by eliminating every feature possible to be dispensed with, the responsible clerks, in charge of work of the highest importance, are constantly compelled to work far beyond the end of the official day and on Sundays and other holidays. There can be cited several specific instances of evidently approaching breakdown among the clerks who have thus far kept up the work by excessive overtime labor. These clerks can not be expected to continue much longer capable or desirous of acceptably performing this duty, and the tendency to escape by resignation or by transfer to other Departments where there is more pay and less labor is, and not unnaturally, becoming more prevalent. The margin of error for a force so overworked has been thus far remarkably small; but the limit of safety has been reached, if not already passed. Under these conditions, a very immediate and substantial increase in the force is urgently needed and most earnestly recommended.

H. T. B. HARRIS,
Paymaster-General, U. S. Navy.

THE SECRETARY OF THE NAVY.

STATEMENT A.

GENERAL NAVAL ACCOUNT FOR THE FISCAL YEAR ENDING JUNE 30, 1906.

Appropriations.

DEBITS.

Balance July 1, 1905.....		\$46,804,003.36
Appropriations for fiscal year 1906:		
Act of March 3, 1905.....	\$100,259,854.94	
Act of April 23, 1906, to supply a deficiency in the appropriation for "Bringing home the remains of officers and men of the Navy and Marine Corps who die abroad".....	4,000.00	
Urgent deficiency act of February 27, 1906.....	778,000.00	
Act of May 3, 1906, making additional appropriations on account of earthquake and attending conflagrations on the Pacific coast.....	100,000.00	
		101,141,854.94
Urgent deficiency act of February 27, 1906:		
Appropriations, 1905.....	232,043.77	
Judgments, Court of Claims.....	688,450.02	
Medals for officers and men, Navy and Marine Corps.....	10,000.00	
Repairs and improvements to public buildings, Marine Corps, Philippine Islands.....	11,000.00	
Miscellaneous certified claims.....	53,264.42	
		994,758.21
Indefinite appropriations covered by warrant.....		69,553.96
Navy pension fund.....		420,000.00
Appropriations, "Naval Home, Philadelphia, Pa., 1906," by transfer from Navy pension fund.....		76,825.00
Appropriations, "Pay, Navy, 1906," by transfer from "Pay, Navy, 1902".....	\$2,031,804.01	
Appropriations, "Pay, Navy, 1906," by transfer from "Pay, Navy, 1903".....	468,195.99	
		2,500,000.00
Appropriations, "Judgments, Court of Claims," by transfer from War Department..		145.00
Navy pension fund, interest, unexpended balance, appropriation "Naval Home, Philadelphia, Pa., 1904".....		3,302.88
Covered in to the credit of the following funds and appropriations:		
Clothing and small-stores fund.....	\$1,375,431.96	
Naval hospital fund.....	605,635.80	
Pay of the Navy, deposit fund.....	619,078.00	
Ordnance material, proceeds of sales.....	72,996.91	
Prize money to captors, Spanish war.....	4,166.35	
Navy pension fund.....	4,166.36	
Pay, miscellaneous—		
1904.....	1,383.41	
1905.....	11,757.20	
1906.....	3,667.93	
		2,668,283.92
Transfers between appropriations by Auditor's adjustments.....		8,404,342.93
Total.....		163,113,070.20

CREDITS.

Charged to account of appropriations:		
Navy Department requisitions.....	\$87,919,535.79	
Auditor's adjustments.....	30,898,815.93	
		\$118,818,351.72
Charged to indefinite appropriations, Auditor's adjustments.....		69,553.96
Navy pension fund.....		440,443.89
Pay, Navy, 1902, transferred to Pay, Navy, 1906.....	2,031,804.01	
Pay, Navy, 1903, transferred to Pay, Navy, 1906.....	468,195.99	
		2,500,000.00
Appropriation "Canal connecting the Atlantic and Pacific oceans," transferred to Treasury Department.....		2,500.00
"Naval Home, Philadelphia, Pa., 1904," transferred to Navy pension fund, interest....		3,302.88
Carried to surplus fund.....		1,472,275.56
Construction and Repair, 1904, transferred to Construction and Repair, 1907.....		300,000.00
Balance June 30, 1906.....		39,506,642.19
Total.....		163,113,070.20

*Balances June 30, 1906.***Annual appropriations:**

1906.....	\$12,707,413.43	
1905.....	3,985,943.41	
1904.....	112,114.39	\$16,805,471.23

Increase of the Navy:

Construction and machinery.....	3,179,474.78	
Equipment.....	558,160.91	
Armor and armament.....	33,491.01	
Submarine torpedo boat.....	561.43	
Gun plant, navy-yard, Washington, D. C.....	15,049.66	
Torpedo boats.....	365,233.50	4,151,980.29

Funds:

Pay of the Navy, deposit fund.....	798,828.87	
Navy pension fund (civil war).....	438,621.67	
Navy pension fund (Spanish war).....	727,936.82	
Prize money (civil war).....	437,526.94	
Prize money to captors (Spanish war).....	33,682.35	
Prize money, battle of Manila Bay.....	34,388.50	
Bounty for destruction of enemy's vessels (act July 7, 1884).....	52,990.36	
Judgments, bounty for destruction of enemy's vessels.....	68,306.94	
Naval hospital fund.....	732,156.12	
Naval supply fund.....	498,712.41	
Clothing and small-stores fund.....	442,177.61	
Payment of Japanese award.....	28,492.18	4,293,820.86

Naval stations, coaling depots, dry docks, etc.:

Naval stations and coal depots, Isthmus of Panama.....	200,000.00	
Dredging, Dry Tortugas, Fla.....	13,597.13	
Steel floating dock, Algiers, La.....	16,714.21	
Four timber dry docks.....	1,077,406.14	
Purchase of wharf and adjoining land, Newport, R. I.....	570.35	
Depots for coal.....	779,528.18	
Buildings and grounds, Naval Academy.....	891,708.74	
Naval training station, Rhode Island, buildings.....	23,089.76	
Naval training station, California buildings.....	3,833.80	
Naval training station, Great Lakes.....	227,991.14	
Naval War College, buildings.....	8,570.84	
Naval proving ground, Indian Head, Md.....	66,301.37	
Naval magazine, New England coast.....	64,453.00	
Naval magazine, New York Harbor.....	9,077.27	
Naval magazine, Dover, N. J.....	7,056.47	
Naval magazine, Fort Mifflin, Pa.....	12,773.47	
Naval magazine, Norfolk, Va.....	39,847.80	
Naval magazine, Mare Island, Cal.....	6,328.20	
Naval magazine, Puget Sound, Wash.....	31,602.42	
Naval magazine, Philippine Islands.....	33,349.31	
Torpedo station, buildings.....	650.17	
Building, steam engineering, Annapolis, Md.....	369,433.16	
Naval hospital, Chelsea, Mass.....	20,949.97	
Naval hospital, New York, N. Y.....	85.70	
Naval hospital, Washington, D. C.....	9,926.75	
Naval hospital, Norfolk, Va.....	110.40	
Naval hospital, Yokohama, Japan.....	25,000.00	
Naval hospital, Canacao, P. I.....	442.74	
Naval laboratory, New York, N. Y.....	3,970.52	
Repairs to naval laboratory, Brooklyn, N. Y.....	6,942.10	
Marine barracks, Washington, D. C.....	135,920.16	
Marine barracks and quarters, Annapolis, Md.....	7,498.12	
Marine barracks and quarters, Algiers, La.....	21,179.10	
Barracks and quarters, Marine Corps.....	70,505.63	
Repairs and improvements to public buildings, Marine Corps, Philippine Islands.....	11,000.00	4,197,414.12

Improvements at navy-yards and stations:

Navy-yard, Portsmouth, N. H.....	548,755.79	
Navy-yard, Boston, Mass.....	273,988.35	
Navy-yard, New York, N. Y.....	894,913.33	
Navy-yard, League Island, Pa.....	648,400.63	
Navy-yard, Washington, D. C.....	30,493.09	
Navy-yard, Norfolk, Va.....	349,225.78	
Navy-yard, Charleston, S. C.....	606,395.27	
Navy-yard, Pensacola, Fla.....	165,111.61	
Navy-yard, Mare Island, Cal.....	376,937.85	
Navy-yard, Puget Sound, Wash.....	481,809.29	
Naval station, New London, Conn.....	2,914.75	
Naval station, Port Royal, S. C.....	218,306.88	
Naval station, Key West, Fla.....	450,395.94	
Naval station, New Orleans, La.....	579,044.57	
Naval station, Guantanamo, Cuba.....	201,887.02	
Naval station, San Juan, P. R.....	103,825.53	
Naval station, Honolulu, Hawaii.....	90,792.65	
Naval station, Tutuila, Samoa.....	252,081.38	
Naval station, Island of Guam.....	10,898.26	
Naval station, Cayite, P. I.....	38,034.06	
Naval station, Olongapo, P. I.....	817,875.25	
Consolidating power plants at navy-yards and stations.....	285,930.76	

Improvements at navy-yards and stations—Continued.

Equipment plant, Philippine Islands.....	\$5,244.83
Ordnance machinery at navy-yards.....	66,606.24
Construction plants at navy-yards and stations.....	300,651.24
Machinery plants at navy-yards and stations.....	580,063.26
	<hr/>
	\$8,380,673.61

Miscellaneous appropriations:

Certified claims.....	26.04
Reimbursement to enlisted men, Navy, for clothing and bedding destroyed.....	162.13
Bringing home remains of officers and men, Navy and Marine Corps, who die abroad.....	51.08
Medals for officers and men, Navy and Marine Corps, war with Spain.....	15,907.68
Expenses incident to burial of officers and men who died on U. S. S. <i>Missouri</i>	6,699.63
Claims reported by Court of Claims under Bowman-Tucker Act, etc.....	5,977.55
Plans and specifications for public works, Navy Department.....	16,923.30
Coal barges, equipment.....	2,976.50
Naval Observatory, purchase of land.....	19,665.28
Tablets on historic places, Naval Academy.....	337.00
Ordnance material, proceeds of sales.....	168,743.86
Arming and equipping naval militia.....	164,893.13
New battery for the <i>New York</i>	78,352.38
New battery for the <i>Newark</i>	96,700.00
New batteries for the <i>New Orleans</i> and <i>Albany</i>	158,101.54
Experiments with armor-piercing projectiles.....	7,809.40
Reserve guns for auxiliary cruisers.....	293,262.89
Reserve guns for ships of the Navy.....	148,625.13
Reserve torpedoes and appliances.....	103,453.49
Board on naval magazine, New England coast.....	119.54
Ammunition lighter, naval station, Cavite, P. I.....	14,345.84
Seagoing tugs.....	347,000.00
Tests of liquid fuel for naval purposes.....	6,950.98
Extended tests of marine steam turbines.....	10,197.83
Transportation of naval supplies.....	9,999.79
	<hr/>
	1,677,282.06

Total balance, as above..... 30,506,642.19

Requisitions drawn by the Navy Department during the fiscal year ending June 30, 1906.

Charged to current appropriations.....	\$87,919,535.79
Charged to "General account of advances".....	19,431,911.59
	<hr/>
Total.....	107,351,447.38

Analysis of advances.

To pay bills of exchange drawn on the Department.....	\$1,704,449.50
To the fiscal agent, London, England.....	800,000.00
To Pay Officers of ships in commission.....	15,765,312.28
To disbursing officers to pay vouchers.....	59,262,415.47
To disbursing officers to pay labor rolls.....	17,473,359.99
To disbursing officers, "Pay of the Navy," etc.....	7,930,485.42
To disbursing officers, "General account of advances".....	1,061,759.81
To disbursing officers of the Marine Corps.....	3,272,224.81
To recruiting officers of the Navy, etc.....	81,440.10
	<hr/>
	107,351,447.38

Statement of receipts and payments for the fiscal year ending June 30, 1906.**RECEIPTS.**

Balance July 1, 1905.....	\$40,536,822.37
Appropriations for fiscal year 1906 (see appropriations).....	101,141,854.94
Appropriations for fiscal year 1905 (see appropriations).....	232,043.77
Appropriations, indefinite.....	60,553.96
Appropriations, medals for officers and men, Navy and Marine Corps.....	10,000.00
Appropriations, public works.....	11,000.00
Appropriations, judgments and miscellaneous claims.....	741,714.44
Appropriations, transfer from Treasury Department.....	145.00
Prize money, Spanish war.....	4,166.35
Navy pension fund, Spanish war.....	4,166.36
Interest on navy pension fund (3 per cent on \$14,000,000).....	420,000.00
From sale of supplies:	
Bureau of Yards and Docks.....	\$4,942.33
Bureau of Equipment.....	118,067.31
Bureau of Ordnance.....	14,817.47
Bureau of Construction and Repair.....	17,416.30
Bureau of Steam Engineering.....	4,613.21
Bureau of Supplies and Accounts.....	670,225.78
Bureau of Medicine and Surgery.....	12.45
Fuel to officers of the Navy and Marine Corps.....	25,310.03
Supplies, Marine Corps.....	38,715.65
	<hr/>
	894,120.62

From War Department:		
Repairs to army dredge <i>St. John</i> (labor and material)	\$8,841. 10	
Repairs and docking army dredge <i>General Abbott</i> (labor and material)	15,277. 54	
Repairs and docking army dredge <i>Caucus</i> (labor and material)	4,793. 99	
Repairs and docking army dredge <i>Benyaurd</i> (labor and material)	3,727. 04	
Repairs and docking army transport <i>Dix</i> (labor and material)	6,139. 45	
For construction of target	10,425. 66	
		\$47,204. 78
Use of Government cable, Key West, Fla.		78. 67
Docking for private parties		27,579. 36
Work for private parties		16,156. 58
Refunded, miscellaneous		61,991. 81
Premiums on bills of exchange:		
Remittances to fiscal agents, London	1,112. 41	
Sold by naval attachés	7. 24	
Sold by pay officers of ships	3,946. 66	
		5,066. 31
Sale of condemned stores:		
Navy-yard, Portsmouth, N. H.	3,111. 30	
Navy-yard, Boston, Mass.	9,608. 55	
Torpedo station, Newport, R. I.	4,269. 27	
Navy-yard, New York, N. Y.	54,698. 04	
Navy-yard, League Island, Pa.	12,892. 95	
Naval Home, Philadelphia, Pa.	151. 27	
Naval Academy, Annapolis, Md.	10. 00	
Navy-yard, Washington, D. C.	144,188. 80	
Naval proving ground, Indian Head, Md.	6,666. 35	
Navy-yard, Norfolk, Va.	14,013. 01	
Naval station, Key West, Fla.	446. 05	
Naval station, New Orleans, La.	135. 00	
Navy-yard, Mare Island, Cal.	9,350. 13	
Navy-yard, Puget Sound, Wash.	3,506. 74	
Naval station, San Juan, P. R.	101. 00	
Naval station, Guantanamo, Cuba.	22. 00	
Naval station, Cavite, P. I.	2,895. 55	
Sitka, Alaska	276. 05	
Erie, Pa.	164. 00	
Alcohol barrels	12,366. 63	
Typewriters	1,209. 00	
National Museum	33. 00	
		280,114. 78
Collected from contractors, account penalties, etc.		51,706. 75
Rents, wharfage, etc.		1,362. 50
Gain on appreciation of silver		7,522. 55
Interest on daily balances, fiscal agents, London		5,301. 51
Sales of effects of deceased men and deserters		7,852. 60
Undrawn pensions from pensioners at Naval Home		15,571. 53
Total		144,593,097. 54

PAYMENTS.

Secretary of the Interior, on account of navy pensions	363,618. 89
To the surplus fund	1,472,275. 56
Transfer appropriations to Treasury Department	2,500. 00
Transfer appropriations 1904 to 1907	300,000. 00
To the United States Treasury, miscellaneous receipts	129,196. 36
Expenses, sales of condemned stores	1,092. 57
For account of the Naval Establishment	107,939,865. 13
Balance, June 30, 1906	34,383,946. 03
Total	144,593,097. 54

Analysis of payments for account of Naval Establishment.

Approved money vouchers:		
Bureau of Yards and Docks	\$4,421,614. 02	
Bureau of Equipment	5,709,844. 39	
Bureau of Navigation	1,518,151. 04	
Bureau of Ordnance	17,278,096. 23	
Bureau of Construction and Repair	2,806,755. 88	
Bureau of Steam Engineering	1,632,894. 50	
Bureau of Supplies and Accounts	5,013,499. 42	
Bureau of Medicine and Surgery	696,379. 40	
Secretary's office	22,679,100. 80	
Auditor's settlements	843,128. 34	
		\$62,599,464. 02
Labor rolls at navy-yards and naval stations:		
Bureau of Yards and Docks	1,783,989. 09	
Bureau of Equipment	1,640,491. 75	
Bureau of Navigation	443,887. 51	
Bureau of Ordnance	4,459,684. 51	
Bureau of Construction and Repair	6,104,640. 51	
Bureau of Steam Engineering	2,678,541. 51	
Bureau of Supplies and Accounts	880,355. 16	
Bureau of Medicine and Surgery	79,386. 07	
		18,070,976. 11

Pay rolls at navy-yards and naval stations:

"Pay of the Navy".....	\$4,934,838.60	
"Provisions, Navy" (commuted rations).....	133,067.06	\$5,067,905.66
Payments by purchasing pay officers (allotments, advances, etc.).....		2,419,391.82
Public bills, ships in commission (including commuted rations).....		3,779,451.95
Payments on rolls, ships, and foreign stations.....		11,471,848.05
Payments on account of the Marine Corps:		
By the Quartermaster's Department.....	1,654,306.06	
By the Paymaster's Department.....	1,742,006.83	3,396,312.89
Direct payments:		
By the Auditor for the Navy Department.....	1,102,435.83	
Miscellaneous.....	32,078.81	1,134,514.64
Total.....		107,930,865.13

*Statement of assets and liabilities.***ASSETS.**

Appropriations, balance undrawn.....		\$39,506,642.19
Advances to Pay Officers in transit:		
Disbursing officers, for vouchers.....	\$20,911.76	
Pay Officers, for labor rolls.....	9,748.82	
Pay Officers of ships in commission.....	547,930.28	
Naval attachés abroad.....	1,946.60	
Other officers of the Navy acting as disbursing officers.....	2,648.16	583,185.02
Transfers between Pay Officers in transit.....		214,045.56
Deposits in United States Treasury not adjusted by Auditor.....		918,103.46
Balances in hand, as follows:		
Disbursing officers, "Pay of the Navy," etc.....	237,404.06	
Disbursing officers, "General account of advances".....	1,825,100.00	
Disbursing officers, for vouchers.....	195,638.35	
Pay Officers of navy-yards and naval stations, for labor rolls.....	139,607.14	
Pay Officers of ships in commission and foreign stations.....	2,676,121.95	
Fiscal agents, London, England.....	177,475.31	
Naval attachés abroad.....	22,122.68	
Disbursing officers of the Marine Corps.....	167,209.63	
Other officers of the Navy acting as disbursing officers.....	27,115.45	
Masters of colliers.....	33,243.06	5,501,037.63
Repayments of deposits by seamen not adjusted by the Auditor.....		160,928.45
Total.....		46,883,942.91

LIABILITIES.

General account of advances.....	11,055,005.89
Pay of the Navy, deposit fund.....	798,828.87
Deposits by seamen not adjusted by the Auditor.....	313,752.46
Bills of exchange unpaid.....	221,028.92
Vouchers in hands of disbursing officers unpaid.....	111,466.46
Balance, as per account "Receipts and payments".....	34,383,946.03
Total.....	46,883,942.91

*Statement of receipts and expenditures for fiscal year ending June 30, 1906.***DEBITS.**

Due and unpaid on rolls July 1, 1905:		
Ships in commission.....	\$1,000,439.29	
Navy-yards and naval stations.....	140,852.71	
Transferred accounts.....	18,058.47	\$1,867,350.47
Overpayments on rolls June 30, 1906:		
Ships in commission.....	14,433.64	
Navy-yards and naval stations.....	542.19	14,975.83
Overpayments, transferred accounts.....		9,576.17
Advances to officers not reported checked on rolls.....		9,189.16
Allotments not reported checked on rolls.....		41,466.46
Apprehension of deserters checked on rolls.....		20,536.75
Minor credits on rolls:		
Refunded by seamen.....	141.00	
Sales of deceased men's and deserters' effects.....	8,124.55	8,265.55
Expenditures for fiscal year 1906.....		109,725,059.45
Total.....		111,606,419.84

CREDITS.

Due and unpaid on rolls June 30, 1906:		
Ships in commission.....	\$1,714,501.85	
Navy-yards and naval stations.....	132,066.40	
		\$1,846,568.34
Due and unpaid deceased men's accounts.....		28,240.62
Overpayments on rolls July 1, 1905:		
Ships in commission.....	12,667.34	
Navy-yards and naval stations.....	1,705.63	
		14,372.97
Credited to funds:		
Clothing and small-stores fund.....	1,384,143.82	
Naval-hospital fund.....	97,511.49	
		1,481,655.31
Clothing overdrawn by marines.....		7,808.48
Forfeited by seamen:		
Thru courts-martial.....	230,947.00	
Thru unauthorized absence.....	51,109.37	
		282,056.37
Miscellaneous checkages on rolls:		
Auditor for the Navy Department.....	8,429.83	
Pay Officers.....	56,156.80	
Apprehension of deserters.....	28,802.52	
Outfits on first enlistment.....	2,463.47	
		95,852.62
Balance, "Payments for account of the Naval Establishment".....		107,939,865.13
Total.....		111,696,419.84

Analysis of expenditures of money for the Naval Establishment during the fiscal year ending June 30, 1906.

Account of ships:		
Title A.—Cost of construction of ships.....	\$29,781,326.80	
Title D.—Repairs to vessels.....	3,738,545.11	
Title P.—Repairs to equipage of ships.....	108,602.22	
Title C.—Cost of commission.....	13,308,503.16	
		\$46,934,977.29
Account of navy-yards and naval stations:		
Title E.—Real estate and chattels.....	6,726,104.87	
Title F.—Machinery plant.....	367,307.02	
Title G.—General maintenance.....	8,753,861.77	
		15,847,273.66
Account of supplies purchased and labor in manufacture:		
Title X.—Supplies in store.....	25,065,256.38	
Title Y.—Supplies afloat.....	1,843,073.76	
Title Z.—Conversion account (manufacture).....	4,801,152.81	
		31,709,482.95
Account of contingent sundries:		
Title H.—Personnel unassigned—		
Pay of officers and enlisted men retired.....	\$1,629,157.71	
Pay of officers, leave and waiting orders.....	156,163.26	
Pay, commuted rations and miscellaneous expenses, officers and enlisted men, receiving ships and training stations.....	3,336,882.88	
Pay, commuted rations, prisoners.....	17,148.15	
		5,139,342.00
Title I.—Special duty (pay and commutation for quarters of officers under this title)—		
Traveling under orders.....	54,863.78	
Navy Department, chiefs of bureaus and officers on duty.....	334,820.38	
Special duty: Naval attachés abroad, under instruction, War College, Hydrographic Office and branches, recruiting duty, etc.....	532,292.41	
Boards, inspection and survey, examining and retiring.....	120,602.85	
Inspection duty, construction of ships.....	181,738.48	
Inspection duty, hull and ordnance material, steel, etc.....	117,825.66	
Special duty: Detailed, school-ships, etc.....	15,952.64	
		1,358,096.20
Title L.—Light-House Establishment, pay of officers.....		78,334.03
Title M.—Fish Commission vessels—		
Pay of officers and seamen.....	54,800.50	
Commuted rations, officers and seamen.....	9,753.30	
Miscellaneous expenses.....	13.01	
		64,626.81
Title N.—Models and experiments.....		134,476.58
Title O.—Naval Militia.....		17,060.09
Title V.—		
Advertising.....	9,697.17	
Freight.....	500,717.81	
Transportation of men.....	268,613.44	
Mileage and transportation of officers, 1904.....	282.33	
Mileage and transportation of officers, 1905.....	32,509.40	

Account of contingent sundries—Continued.

Title V.—Continued.		
Mileage and transportation of officers, 1906.....	\$396,534.04	
Miscellaneous expenses.....	461,130.78	
Miscellaneous labor at navy-yards, pay for holidays, leave, etc. (<i>see</i> Recapitulation, Statement B).....	1,295,040.18	
Honorable discharge gratuities.....	363,742.58	
Outfits on first enlistments.....	431,284.97	
Discount on bills of exchange sold by pay officers of ships.....	32,582.05	
Discount on bills of exchange sold by disbursing officers of the Marine Corps.....	1,186.08	
Discount on bills of exchange, remittances to fiscal agents, London, England.....	92.43	
Discount on bills of exchange, remittances to naval attachés.....	69.24	
Interest paid on repayment of deposits.....	33,848.14	
Commissions paid to fiscal agents, London, England.....	4,593.00	
Expenses, dispatch agent, London, England.....	1,459.93	
Expenses, dispatch agent, Panama.....	35.00	
Expenses, naval attachés abroad.....	12,875.05	
	<hr/>	\$3,846,293.62
Title W.—Repairs to supplies in store.....		43,716.04
		<hr/>
Total contingent sundries.....		\$10,681,945.37
Purchases of fuel for officers:		
Pay, Navy, 1905.....	5,658.38	
Pay, Navy, 1906.....	40,163.88	
	<hr/>	45,822.26
Auditor's certificates and certified claims:		
Pay of the Navy—		
1903.....	7,629.44	
1904.....	15,535.35	
1905.....	28,554.40	
1906.....	20,283.38	
Certified claims.....	30,842.19	
	<hr/>	111,844.76
Heirs of deceased officers and men.....		24,770.32
Prize money, civil war.....		1,117.26
Prize money, Spanish war.....		3,276.80
Prize money, battle of Manila Bay.....		8,346.60
Destruction of clothing and bedding for sanitary reasons.....		201.90
Extra pay of officers and men, Mexican war.....		24.00
Indemnity for lost clothing and property.....		833.91
Bounty for destruction of enemy's vessels (civil war).....		76.83
Judgments, bounty for destruction of enemy's vessels (Spanish war).....		5,269.36
Enlistment bounty to seamen.....		552.02
Relief of officers and crew, U. S. S. <i>Charleston</i>		199.98
Claims reported by Court of Claims under Bowman-Tucker Act, February 24, 1905.....		23,159.07
Judgments, United States courts, deficiency act, March 3, 1905.....		461.91
Judgments, Court of Claims, urgent deficiency act, February 27, 1906—		
Payment to Harvey Steel Company.....		650,132.17
Payment to Bethlehem Steel Company.....		24,089.18
Payment to Carnegie Steel Company.....		8,024.45
Payments, miscellaneous claims.....		7,221.19
Judgments, Court of Claims, act March 3, 1905.....		198.00
Judgments, Court of Claims, act April 27, 1905.....		60.36
	<hr/>	915,682.43
Total Auditor's certificates.....		3,635,697.75
Expenditures for account of the Marine Corps.....		<hr/>
Total expenditures for fiscal year 1906.....		109,725,059.46

STATEMENT B.

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906.

TITLE A.—CONSTRUCTION OF NEW VESSELS.

	Payments to contractors for construc- tion, and for armor.	Labor.	Material not required by contract for construc- tion, but furnished by the Gov- ernment.	Total.
Birmingham.....	\$518,666.67	\$6,365.04		\$525,031.71
Blakely.....	2,218.05		\$21.57	2,239.62
Boxer.....		39.76		39.76
California.....	763,943.21	19,894.99	1,613.34	785,451.54
Charleston.....	360,597.55	16,371.14	7,743.55	384,712.24
Chattanooga.....		7,987.90	21,476.64	29,464.54
Chester.....	508,422.03	9,946.95		516,368.98
Colorado.....	131,496.01	40,673.47	16,128.74	188,298.22
Connecticut.....	177,715.26	738,381.38	544,644.25	1,460,740.89
Cumberland.....		142.36	272.29	414.65
Cuttlefish.....	116,550.00	435.01		116,985.01
Dubuque.....	26,754.31	12,114.21	7,076.42	45,944.94
Florida.....		138.18		138.18
Galveston.....		4,179.88	57.52	4,237.40
Georgia.....	546,041.82	27,453.12	17,862.93	591,357.87
Goldsborough.....		5,372.66	578.83	5,951.49
Hull.....			7.50	7.50
Idaho.....	1,219,962.90	38,447.91	110,744.54	1,369,155.35
Intrepid.....		193.85		193.85
Kansas.....	1,973,923.58	15,192.67	223,015.27	1,212,131.52
Louisiana.....	926,933.55	17,588.01	246,912.47	1,191,434.03
Maine.....	103.10			103.10
Maryland.....	152,539.35	30,949.26	6,220.63	189,709.24
Michigan.....		12,235.24	45.70	12,280.94
Milwaukee.....	678,622.33	19,460.94	3,698.60	701,781.87
Minnesota.....	1,548,606.45	19,405.67	218,209.37	1,786,221.49
Mississippi.....	1,471,061.11	40,596.04	103,403.44	1,615,060.59
Missouri.....	120.20			120.20
Montana.....	1,649,697.58	24,766.58	9,068.13	1,683,532.29
Nebraska.....	834,691.42	28,746.27	6,920.14	870,357.83
New Hampshire.....	2,559,252.04	16,825.99		2,576,078.03
New Jersey.....	999,829.29	29,088.60	18,714.70	1,047,632.59
Nicholson.....		73.60	7.00	80.60
North Carolina.....	2,327,737.04	27,802.25	6,097.67	2,361,636.96
O'Brien.....		1,574.45	524.31	2,098.76
Octopus.....	157,500.00	960.83		158,460.83
Ohio.....	8,545.13	60.64		8,605.77
Paducah.....	48,986.05	11,947.12	8,025.19	68,958.36
Pennsylvania.....	157,935.19	42,123.89	13,765.60	213,824.68
Plunger.....		6,056.41	2,229.33	8,285.74
Prometheus.....		19.52		19.52
Rhode Island.....	698,105.00	48,748.46	40,385.32	787,238.78
Salem.....	468,800.00	6,066.73		472,866.73
South Carolina.....		12,822.02	44.70	12,866.72
South Dakota.....	942,704.02	17,135.85	1,982.25	961,822.12
Patapsco.....		619.64		619.64
Patuxent.....		619.64		619.64
St. Louis.....	740,893.34	14,184.48	3,455.07	758,532.89
Stringham.....		17,676.91	7,906.86	25,673.77
Tarantula.....	99,900.00	435.08		100,335.08
Tennessee.....	1,065,566.17	70,569.41	32,030.38	1,168,165.96
Tingey.....		1,554.07	4.40	1,558.47
Vermont.....	2,459,354.12	18,326.41	216,852.15	2,694,532.68
Vestal.....		12,301.39	2,570.96	14,872.35
Viper.....	108,000.00	435.00		108,435.00
Virginia.....	762,063.34	31,641.81	32,733.87	826,439.02
Washington.....	773,678.64	66,514.68	32,150.81	872,344.13
West Virginia.....	169,252.82	35,294.76	17,937.34	222,484.92
Total.....	28,152,768.67	1,628,558.13	1,983,229.78	31,764,556.58

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE D.—REPAIRS TO VESSELS.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Abarenda.....		\$1,340.12	\$825.40	\$2,165.52
Accomac.....		1,002.53	496.09	1,498.62
Active.....		1,676.26	336.31	2,012.57
Adams.....		309.40	315.08	624.48
Adder.....		940.22	194.55	1,134.77
Ajax.....		26,110.34	11,933.32	38,043.66
Alabama.....	\$28.00	49,618.11	24,438.42	74,084.53
Albany.....		84,245.06	33,845.77	118,090.83
Alert.....		7,431.07	1,001.38	8,432.45
Alexander.....	2,758.87	3,139.28	2,980.37	8,878.52
Alice.....		4,623.43	2,143.48	6,766.91
Alliance.....	80.00			80.00
Alvarado.....		3,730.27	582.24	4,312.51
Amphitrite.....		8,006.85	3,300.03	11,306.88
Annapolis.....		43,999.51	34,020.94	78,020.45
Apache.....		5,396.60	1,787.90	7,184.50
Ararat.....		2,293.55	1,162.87	3,456.42
Arethusa.....		37,161.47	16,031.96	53,193.43
Arkansas.....		15,775.95	7,146.03	22,921.98
Atlanta.....		6,253.34	1,820.75	8,074.09
Bagley.....		10,764.54	1,817.23	12,581.77
Bailey.....		496.56	80.59	577.15
Bainbridge.....	12,672.71	157.84	39.77	12,870.32
Baltimore.....	3,522.88	746.29	92.32	4,361.49
Baneroft.....		2,429.71	722.56	3,152.27
Barney.....		11,898.68	1,938.91	13,837.59
Barry.....	14,065.50	348.40	148.43	14,562.33
Bennington.....	2,304.44	2,443.29	2,152.96	6,900.69
Biddle.....		11,188.39	1,943.59	13,131.98
Blakely.....		1,167.38	356.35	1,523.73
Boston.....		15,382.37	6,624.29	22,006.66
Brooklyn.....		32,472.15	11,293.99	43,766.14
Brutus.....	2,360.18	16,416.25	15,374.40	34,156.92
Buffalo.....		36,927.69	8,578.80	45,506.49
Cæsar.....	703.22	11,756.86	11,700.14	24,160.22
Calamianes.....		268.49	114.14	382.63
Callao.....	958.12			958.12
Castine.....		40,209.79	11,434.94	51,644.73
Celtic.....		19,798.18	7,704.80	27,502.98
Charleston.....		41,434.87	13,818.77	55,253.64
Chattanooga.....		6,697.77	1,763.01	8,460.78
Chauncey.....	1,903.77	19,267.20	24,319.87	45,490.84
Chicago.....		9,742.13	4,885.41	14,627.54
Chickasaw.....		496.59	59.60	556.19
Choctaw.....		3,629.58	944.64	4,574.22
Cincinnati.....	13,859.89	5,100.62	2,983.58	21,944.09
Cleveland.....		20,489.59	9,373.67	29,863.26
Colorado.....		38,129.60	16,328.62	54,458.22
Columbia.....		28,120.45	29,607.33	57,727.78
Concord.....		30,803.15	8,026.83	38,829.98
Connecticut.....			236.97	236.97
Constellation.....		3,291.56		3,291.56
Constitution.....		3.44		3.44
Craven.....	165.00	481.60	7.49	654.09
Culgoa.....		17,310.38	1,897.03	19,207.41
Cushing.....		5,269.80	827.66	6,097.46
Dahlgren.....	165.00	3,230.01	662.31	4,057.32
Dale.....	984.62	509.39	288.82	1,782.83
Davis.....		536.36	137.58	673.94
Decatur.....	1,430.70	540.49	523.50	2,494.69
De Long.....		3,980.20	699.84	4,680.04
Denver.....	856.99	7,800.36	4,886.43	13,543.78
Des Moines.....		17,866.47	5,174.91	23,041.38
Detroit.....		5,432.09	1,649.85	7,081.94
Dixie.....		48,833.60	16,757.70	65,591.36
Dolphin.....	32.00	14,936.96	3,846.27	18,815.23
Don Juan de Austria.....		36,061.65	18,588.68	54,650.33
Dorothea.....	5,718.71			5,718.71
Dubuque.....	83.18	1,670.64	718.72	2,472.54
Du Pont.....		3,122.66	1,174.58	4,297.24
Eagle.....	401.50	6,861.56	3,045.98	10,309.04
Eager.....		511.48	82.68	594.16
El Cano.....	2,446.47	155.72	17.92	2,620.11
Elfrida.....		810.28	325.85	1,136.13
Eriesson.....		654.26	164.03	818.29
Essex.....	1,217.08			1,217.08
Farragut.....		14,653.01	1,706.18	16,359.19

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE D.—REPAIRS TO VESSELS—Continued.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Fern.....		\$913.99	\$490.76	\$1,404.75
Florida.....		10,438.94	3,375.86	13,814.80
Foots.....		4,088.00	699.96	4,787.96
Fortune.....		530.50	86.00	616.50
Fox.....		544.84	119.17	664.01
Franklin.....		2,765.74	1,354.91	4,120.65
Frolic.....	\$912.51	4,690.28	2,000.67	7,603.46
Galveston.....		4,989.24	1,975.05	6,964.29
General Alava.....	3,186.86	2,135.38	933.73	6,255.97
Georgia.....		54.85	120.82	175.67
Glacier.....	1,421.13	43,667.30	24,376.99	69,465.42
Gloucester.....	445.75	364.36	673.42	1,483.53
Goldsborough.....		458.87	478.63	937.50
Grampus.....		856.68	245.79	1,102.47
Gwin.....		293.78	48.58	342.36
Hancock.....		2,728.64	1,751.70	4,480.34
Hannibal.....	25.50	8,496.03	3,720.24	12,241.77
Hartford.....		1,535.88	793.14	2,329.02
Helena.....	4,942.29	98,598.37	59,726.91	163,267.57
Hercules.....		2,000.98	412.40	2,413.47
Hist.....		11,637.24	3,356.69	14,993.93
Holland.....		2,392.99	512.24	2,905.23
Hopkins.....	39.16	5,490.18	4,405.11	9,934.45
Hornet.....		2,231.28	460.60	2,691.88
Hull.....		19,251.32	10,542.64	29,793.96
Illinois.....		30,991.15	10,179.11	41,170.26
Inca.....	2,207.88			2,207.88
Independence.....		1,125.44	453.98	1,579.42
Indiana.....	5,986.00	310,796.47	221,983.08	538,765.55
Intrepid.....		480.67	91.97	572.64
Iowa.....		20,526.36	12,407.34	32,933.70
Iris.....		8,819.30	2,591.39	11,410.78
Isla de Cuba.....		89,118.54	39,681.89	128,800.23
Isla de Luzon.....		24,337.89	6,027.27	30,365.16
Iroquois.....	938.95			938.95
Iwana.....		1,252.98	276.29	1,529.27
Justin.....	2,172.77	1,708.79	1,237.99	5,119.55
Katabdin.....		737.29	376.91	1,113.93
Kearsarge.....	296.93	39,560.20	20,782.64	60,639.77
Kentucky.....		41,159.98	29,627.29	70,787.27
Lancaster.....		3,439.99	1,960.32	5,400.31
Lawrence.....		7,853.21	1,614.05	9,467.86
Lawton.....		30,972.14	12,317.79	43,290.03
Lebanon.....	218.52	6,415.92	3,637.37	10,271.81
Leonidas.....		2,609.92	804.43	3,414.35
Leyte.....		432.88	267.85	700.73
Louisiana.....		4,271.22	1,201.17	5,472.39
Macdonough.....		10,485.67	2,647.96	13,133.63
Machias.....		23,227.40	15,849.30	39,076.70
Mackenzie.....		579.24	92.50	671.74
Maine.....	567.88	34,644.22	20,705.79	55,917.89
Manila.....		2,866.03	808.35	3,674.38
Manly.....		962.19	41.97	1,004.16
Marblehead.....		10,843.01	3,142.70	13,985.71
Marcellus.....		5,630.61	2,437.82	8,068.43
Marietta.....		32,705.28	28,892.11	61,597.39
Marivales.....		461.40	558.62	1,020.02
Maryland.....		12,136.88	5,715.24	17,852.12
Massachusetts.....		1,982.21	6,722.97	8,705.18
Mayflower.....		42,379.50	14,979.63	57,359.13
McKee.....	110.00	213.24		323.24
Miantonomah.....		6,773.39	954.80	7,728.28
Mindoro.....		883.20	496.15	1,379.44
Minneapolis.....		26,854.11	10,268.49	37,122.60
Missouri.....	2,187.95	31,743.22	12,915.43	46,846.60
Moccasin.....		483.56	158.20	641.76
Modoc.....		3,861.46	1,008.66	4,870.12
Mohawk.....		3,253.35	640.02	3,893.37
Mohican.....		142.75	48.44	191.19
Monadnock.....	2,726.31	4,479.81	4,582.58	11,788.70
Montana.....			3.92	3.92
Monterey.....		49,502.00	26,225.31	75,727.31
Montgomery.....		94,654.01	46,913.63	141,567.64
Morris.....	10,179.49	461.54		10,641.03
Nanshan.....	2,063.51	741.59	419.21	3,224.31
Narkeeta.....		5,669.11	1,241.76	6,910.87

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE D.—REPAIRS TO VESSELS—Continued.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Nashville.....		\$3,053.14	\$1,310.31	\$4,363.45
Nebraska.....		16.35	.60	16.95
Nero.....		18,300.62	6,983.77	25,353.39
Nevada.....		11,098.81	4,390.91	15,489.72
Newark.....		17,030.75	4,541.40	21,572.15
New Jersey.....		472.63	601.78	1,074.41
New Orleans.....		150,394.77	56,144.82	206,539.59
Newport.....	\$57.50			57.50
New York.....		128,503.49	60,491.38	188,994.87
Nezinscot.....		5,299.60	4,417.26	9,716.86
Nicholson.....		3,488.38	914.63	4,403.01
Nina.....		24,341.59	5,390.16	29,731.75
Nipsic.....		25,267.88	8,034.78	33,302.66
O'Brien.....		4,847.62	2,209.04	7,056.66
Ohio.....	8,936.49	5,013.47	4,141.64	18,091.60
Olympia.....		1,721.73	663.18	2,384.91
Oneida.....		137.87	57.75	195.62
Oregon.....	8,103.54	321.96	201.86	8,627.36
Osceola.....		4,279.14	2,390.43	6,669.57
Paducah.....		2,012.97	1,180.66	3,193.63
Pampanga.....		1,969.64	809.54	2,839.18
Panay.....		2,678.91	4,047.05	6,725.96
Panther.....		18,579.38	7,057.53	25,636.91
Paul Jones.....		7,234.78	2,502.31	10,037.09
Pawnee.....		2,327.57	624.86	2,952.43
Pawtucket.....		2,025.31	397.70	2,423.01
Penacook.....	1,150.00			1,150.00
Pennsylvania.....		35,182.40	13,793.56	48,975.96
Pensacola.....	154.00	811.50	456.30	1,421.80
Pentucket.....		3,429.58	759.98	4,189.56
Peoria.....	601.10			601.10
Perry.....		8,412.58	2,253.27	10,665.85
Petrel.....			27.76	27.76
Philadelphia.....		1,447.86	365.85	1,813.71
Pike.....		237.02	53.21	290.23
Piscataqua.....	533.19	10,338.47	10,520.00	21,391.66
Plunger.....		1,574.14	634.11	2,208.25
Pompey.....	2,603.28	38,181.29	19,623.63	60,408.20
Pontiac.....		2,273.31	572.30	2,845.61
Porpoise.....		16,828.46	13,950.58	30,779.04
Porter.....		1,154.52	543.16	1,697.68
Portsmouth.....	907.49	15,136.31	4,151.10	20,194.90
Potomac.....	420.23	13,649.19	7,018.54	21,087.96
Powhatan.....		14,627.01	3,791.21	18,418.22
Prairie.....		119,565.00	30,287.43	149,852.52
Proble.....		4,945.19	2,454.65	7,399.84
Princeton.....		2,156.21	298.51	2,454.72
Puritan.....		2,055.38	111.14	2,166.52
Quiros.....	5,116.45			5,116.45
Rainbow.....	2,087.11	4,457.94	2,837.38	9,382.43
Rabigh.....	24,919.85	417.40	228.71	25,565.96
Ranger.....		1,298.42	1,507.64	2,806.06
Rapido.....		644.02	453.20	1,097.22
Roma Mercedes.....	229.25		774.00	1,003.25
Relief.....		3,271.53	931.94	5,206.72
Restless.....		2,554.62	893.52	3,448.14
Rhode Island.....		569.19	569.98	1,139.17
Richmond.....		801.11	828.01	1,629.12
Rocket.....		5,831.29	1,815.70	7,646.99
Rodgers.....		2,058.47	549.06	2,607.53
Samar.....		1,669.84	600.09	2,269.93
Samoset.....		926.38	59.62	986.00
Sandoval.....		3,957.08	782.41	4,739.49
San Francisco.....		17,874.58	3,567.29	21,441.87
Saturn.....		7,078.84	1,700.67	8,839.51
Scorpion.....		15,152.93	4,068.91	19,221.84
Sebago.....		108.20	298.47	406.67
Seyern.....		5,670.68	840.01	6,510.69
Shark.....		15,033.84	14,081.06	29,114.90
Shearwater.....		362.05	15.08	377.13
Shubrick.....		8,772.76	2,651.80	11,424.56
Stoux.....		1,826.62		1,826.62
Siren.....		1,482.38	2,003.85	3,486.23
Solace.....		5,483.54	17,289.47	22,773.01
Somers.....		294.07	99.47	393.54
Sotoyomo.....		2,368.17	347.75	2,715.92

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE D.—REPAIRS TO VESSELS—Continued.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Southery.....		\$6,365.68	\$3,413.97	\$9,779.65
Standish.....		27,015.23	7,759.18	34,774.41
Sterling.....		15,828.02	5,523.33	21,351.35
Stewart.....		6,909.90	2,867.68	9,777.58
Stockton.....		2,385.79	415.54	2,801.33
Stranger.....	\$198.75	511.68		710.43
Stringham.....		1,569.61	494.86	2,064.47
Supply.....	474.67	19,386.67	5,088.30	24,949.64
Sylph.....	84.00	3,799.78	1,761.26	5,645.04
Sylvia.....	1,187.82	5,810.09	658.64	7,656.55
Tacoma.....		22,653.06	10,632.58	33,285.64
Talbot.....		2,061.09	269.85	2,330.94
Tecumseh.....		2,794.23	475.54	3,269.77
Terror.....		514.11	60.90	575.73
Texas.....		26,231.09	9,593.81	35,824.90
Thornton.....		8,384.59	2,216.86	10,601.45
Tingey.....		7,876.97	1,067.18	8,944.15
Topeka.....		2,536.11	688.68	3,225.31
Traffic.....		14,760.35	3,850.30	18,610.65
Triton.....		4,017.26	885.71	4,902.97
Truxton.....		9,680.58	8,018.22	17,698.80
Unadilla.....		12,641.60	3,461.57	16,103.17
Uncas.....	44.85	4,875.69	1,364.11	6,284.87
Vesuvius.....		5,566.26	2,952.26	8,518.52
Vicksburg.....		35,116.40	10,658.31	45,774.71
Vigilant.....		2,739.87	30.58	2,770.45
Villalobos.....	705.74			705.74
Virginia.....		2,660.12	759.16	3,419.28
Vixen.....		9,601.41	4,271.04	13,872.45
Waban.....		595.57	228.54	824.11
Wabash.....		432.18	229.16	661.34
Wahnetta.....		630.99	201.51	832.50
Wasp.....		19,561.85	6,405.31	25,967.16
West Virginia.....		15,405.21	7,884.04	23,289.25
Wheeling.....		15,787.63	2,808.72	18,596.35
Whipple.....		26,377.68	15,229.90	41,607.58
Wilmington.....	5,008.12	82,728.19	39,706.94	127,443.25
Wilkes.....		408.11	97.30	505.41
Winslow.....	9.84	16,334.38	1,848.33	18,192.55
Wisconsin.....	9,212.44	2,396.57	1,836.62	13,445.63
Wolverine.....	980.00			980.00
Wompatuck.....	1,094.58	5,671.68	2,488.96	9,855.22
Worden.....		7,108.35	6,006.80	13,115.15
Wyoming.....		15,806.15	6,491.39	22,297.54
Yankee.....	235.00	1,910.81	2,688.98	4,784.79
Yankton.....		9,882.81	3,005.23	12,888.04
Yorktown.....		31,940.98	5,352.94	37,293.92
Total.....	185,014.81	3,551,530.30	1,644,944.75	5,381,489.86

TITLE E.—REAL ESTATE AND CHATTELS.

Wireless telegraph stations.....	\$114,097.27	\$12,033.36	\$55,665.89	\$181,796.52
Naval station, Portsmouth, N. H.....	524,775.06	117,737.21	55,910.30	698,422.57
Naval station, Boston, Mass.....	190,806.60	70,580.40	78,868.02	340,255.02
Torpedo station, Newport, R. I.....	36,546.97	360.15	5,277.57	42,184.69
Training station, Newport, R. I.....	70,573.35	8,133.09	6,452.90	85,159.34
War College, Newport, R. I.....	2,726.50		3,318.89	6,045.39
Naval station, New London, Conn.....		659.36	389.97	1,049.33
Naval station, Brooklyn, N. Y.....	161,811.00	194,347.02	152,184.10	508,342.12
Naval station, League Island, Pa.....	522,025.60	86,281.21	72,589.85	680,896.66
Naval Academy, Annapolis, Md.....	1,311,743.83	113,087.20	89,687.47	1,514,518.50
Naval Observatory, Washington, D. C.....			253.36	253.36
Naval station, Washington, D. C.....	153,578.84	74,228.22	119,939.99	347,747.05
Naval proving ground, Indian Head, Md.....		8,656.14	8,423.30	17,079.44
Naval station, Norfolk, Va.....	473,877.79	150,567.09	148,092.25	772,537.13
Naval station, Charleston, S. C.....	463,848.68	18,165.15	12,658.06	494,671.89
Naval station, Port Royal, S. C.....	41,295.28	143.29	1,048.71	42,487.28
Naval station, Key West, Fla.....	21,978.05	10,530.12	18,035.65	50,543.82
Naval station, Pensacola, Fla.....	87,695.79	44,313.57	70,649.00	202,658.36
Naval station, New Orleans, La.....	173,923.96	24,741.27	18,731.86	217,397.09
Naval station, Mare Island, Cal.....	128,293.34	179,727.25	150,572.05	458,592.64
Training station, San Francisco, Cal.....	293.75	513.02	7,139.75	7,946.52

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE E.—REAL ESTATE AND CHATTELS—Continued.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Guantanamo, Cuba.....	\$109,540.93	\$88,440.18	\$135,298.94	\$333,280.05
Naval station, Puget Sound, Wash.....	181,603.32	77,445.29	56,075.62	315,124.23
Sangley Point, P. I.....		2,449.35		2,449.35
Naval station, Cavite, P. I.....	258,459.74	34,922.59	53,411.82	346,794.15
Naval station, San Juan, P. R.....		522.74	4,020.00	4,542.74
Training station, Lake Bluff, Ill.....	1,218.93	3,324.16	3,692.28	8,235.37
Naval station, Guam, L. I.....		7,065.26	37,041.44	44,106.70
Olongapo, P. I.....	9,630.00	18,944.34	37,487.52	66,061.86
Naval station, Tutuila, Samoa.....	120.00	19,738.99	322.32	20,181.31
Frenchmans Bay, Me.....	32,557.91		13,983.95	46,541.86
Naval station, Hawaii.....	2,800.00		1,435.08	4,235.08
Culebra.....		4,484.77	1,380.00	5,864.77
Portsmouth Grove, R. I.....	251,744.37	278.40		252,022.77
Pollok.....	450.00			450.00
Kiska Island, Sitka, Alaska.....	25,667.82			25,667.82
Total.....	5,353,684.68	1,372,420.19	1,420,037.91	8,146,142.78

TITLE F.—MACHINERY PLANT.

Portsmouth, N. H.:				
Bureau of Equipment.....		\$86.90	\$92.50	\$179.40
Bureau of Construction and Repair.....		22,870.31	46,857.00	69,727.31
Bureau of Steam Engineering.....		540.15	11,189.11	11,729.26
Boston, Mass.:				
Bureau of Yards and Docks.....	\$36,561.65		3,437.22	39,998.87
Bureau of Equipment.....	1,580.00		11,590.03	13,170.03
Bureau of Ordnance.....	998.00			998.00
Bureau of Construction and Repair.....	9,614.50	12,202.11	20,400.63	42,217.24
Bureau of Steam Engineering.....	41,183.75	10,913.31	5,583.00	57,680.06
Torpedo station, Newport, R. I.:				
Bureau of Equipment.....		452.36	3,750.00	4,202.36
Bureau of Ordnance.....		824.17	450.00	1,274.17
Bureau of Steam Engineering.....			51.00	51.00
Brooklyn, N. Y.:				
Bureau of Equipment.....		4,462.32	18,968.61	23,430.93
Bureau of Ordnance.....			11,921.78	11,921.78
Bureau of Construction and Repair.....	4,107.37	28,590.49	46,186.44	78,884.30
Bureau of Steam Engineering.....		6,604.33	9,779.50	16,383.83
League Island, Pa.:				
Bureau of Yards and Docks.....			2,965.80	2,965.80
Bureau of Equipment.....		4,520.63	6,753.29	11,273.92
Bureau of Ordnance.....		232.10	6,367.13	6,599.23
Bureau of Construction and Repair.....		10,669.09	144,141.53	154,810.62
Bureau of Steam Engineering.....	25,050.00		77,177.74	102,227.74
Naval Academy, Annapolis, Md.:				
Bureau of Yards and Docks.....			13,111.65	13,111.65
Bureau of Navigation.....			5,649.11	5,649.11
Bureau of Steam Engineering.....			26,948.05	26,948.05
Washington, D. C.:				
Bureau of Ordnance.....		44,439.12	186,602.21	231,041.33
Bureau of Construction and Repair.....		965.16	1,757.51	2,722.67
Proving ground, Indian Head, Md.:				
Bureau of Ordnance.....		1,309.43	1,913.74	3,223.17
Norfolk, Va.:				
Bureau of Yards and Docks.....			89.92	89.92
Bureau of Equipment.....		1,266.40	1,520.59	2,786.99
Bureau of Ordnance.....		444.22	138.96	583.18
Bureau of Construction and Repair.....		18,391.38	64,374.06	82,765.44
Bureau of Steam Engineering.....		8,625.84	30,732.10	39,357.94
Key West, Fla.:				
Bureau of Equipment.....			461.60	461.60
Pensacola, Fla.:				
Bureau of Yards and Docks.....			1,615.88	1,615.88
Bureau of Equipment.....			692.10	692.10
Bureau of Construction and Repair.....		1,792.20	42,018.92	43,811.12
Bureau of Steam Engineering.....		574.04	14,939.32	15,513.36
New Orleans, La.:				
Bureau of Construction and Repair.....		740.30	2,950.56	3,690.86
Bureau of Steam Engineering.....		29.92	7,455.48	7,485.40
Mare Island, Cal.:				
Bureau of Equipment.....		4.00	9,514.66	9,518.66
Bureau of Ordnance.....		918.53	35,310.57	36,229.10

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE F.—MACHINERY PLANT—Continued.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Mare Island, Cal.—Continued.				
Bureau of Construction and Repair.....		\$14,082.24	\$68,886.09	\$82,968.33
Bureau of Steam Engineering.....		4,069.12	6,285.77	10,354.89
Puget Sound, Wash.:				
Bureau of Yards and Docks.....			3,336.84	3,336.84
Bureau of Equipment.....		179.34	205.07	384.41
Bureau of Ordnance.....		313.34	9,526.65	9,839.99
Bureau of Construction and Repair.....		21,432.36	49,078.31	70,510.67
Bureau of Steam Engineering.....		5,948.56	7,490.58	13,439.14
Cavite, P. I.:				
Bureau of Ordnance.....			199.58	199.58
Bureau of Construction and Repair.....		17,350.54	46,527.81	63,878.35
Bureau of Steam Engineering.....		2,367.44	4,649.30	7,016.74
Training station, San Francisco, Cal.:				
Bureau of Navigation.....			1,492.47	1,492.47
Guam, L. I.:				
Bureau of Yards and Docks.....			1,183.48	1,183.48
Bureau of Steam Engineering.....			1,412.04	1,412.04
Total.....	\$119,095.27	248,211.75	1,075,733.29	1,443,040.31

TITLE G.—GENERAL MAINTENANCE.

Portsmouth.....	\$19,447.98	\$234,411.27	\$86,207.61	\$340,066.86
Boston.....	41,312.10	482,590.02	233,926.80	757,828.92
Torpedo station, Newport.....	4,161.99	72,700.07	46,497.93	123,359.99
Training station, Newport.....	24,806.10	12,443.25	92,522.92	129,772.27
War College, Newport.....	5,332.21	4,666.49	6,506.30	16,505.00
New London, Conn.....	2,146.14	6,789.68	2,161.03	11,096.85
New York.....	280,786.76	987,873.74	343,064.47	1,611,724.97
League Island.....	19,977.74	361,572.89	103,277.38	484,828.01
Naval Academy.....	9,451.76	223,530.67	127,035.43	360,017.86
Washington.....	80,537.93	353,267.60	172,288.56	606,094.09
Naval proving ground.....	112.03	65,089.00	52,076.42	117,277.45
Norfolk.....	82,472.74	492,002.41	174,745.95	749,221.10
Charleston.....	2,902.51	15,828.57	6,662.52	25,393.60
Port Royal.....	6,657.88	21,246.11	13,935.17	41,839.16
Key West.....	6,440.51	91,308.91	26,328.61	124,078.03
Pensacola.....	29,400.67	152,146.80	73,015.23	254,562.70
Mare Island.....	78,457.13	479,799.32	163,838.99	722,095.44
Puget Sound.....	11,257.32	197,438.03	63,543.58	272,238.93
Training station, San Francisco, Cal.....	5,855.33	27,804.81	27,025.81	60,685.95
Naval Observatory.....	9,505.52		264.87	9,770.39
Naval Home.....	71,813.53	25,157.18		96,970.71
Baltimore.....	464.81			464.81
Yokohama.....	26,928.37		109.21	27,037.58
Sacketts Harbor, N. Y.....	304.00			304.00
Hawaii.....	19,923.91	8,130.31	3,976.38	32,030.60
Pichilingue, Mexico.....	999.77			999.77
Tutulla, Samoa.....	766.08	9,504.02	11,420.34	21,690.44
Pollok, P. I.....	671.30		1,171.65	1,842.95
Guam, L. I.....	13,001.20	51,861.59	24,927.38	89,790.17
Seattle.....	2,210.84			2,210.84
New Orleans.....	4,978.88	38,454.04	15,063.96	58,496.88
Olongapo, P. I.....	3,300.71	6,186.62	12,342.95	21,830.28
Narragansett Bay.....	29,483.51	155.75	1,777.91	31,417.17
Port Isabela.....	469.07			469.07
Frenchmans Bay, Me.....	10,689.29		1,229.70	11,918.99
San Diego, Cal.....	417.75			417.75
Sangley Point, P. I.....		9,308.23		9,308.23
Sitka, Alaska.....	250.00		69.96	319.96
Naval districts.....	806.66	317.05	1,349.10	2,472.81
Wireless telegraph stations.....		6,476.29	14,065.01	20,541.30
Quantanamo.....	13,732.91	38,701.87	110,006.05	162,440.83
San Juan, P. R.....	15,650.76	39,276.97	15,375.94	70,303.67
Cavite, P. I.....	168,736.41	403,909.81	316,775.56	889,421.78
Culebra, V. I.....	1,156.03	6,888.79	8,536.74	16,581.56
California City.....	1,352.08	306.56		1,658.64
Training station, Lake Bluff, Ill.....	1,778.07	4,536.53	4,095.62	10,410.26
Total.....	1,110,917.29	4,931,681.30	2,357,219.04	8,399,817.63

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE P.—REPAIRS TO EQUIPAGE.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Abarenda.....		\$73.44	\$146.75	\$220.19
Alabama.....	\$250.00	5,640.13	2,170.14	8,060.27
Alexander.....		297.93	157.97	455.90
Alice.....		81.20	7.52	88.72
Alvarado.....		36.20	25.90	62.10
Amphitrite.....		1,826.97	988.00	2,814.97
Arayat.....		126.81	24.12	150.93
Arcthusa.....		113.94	9.63	123.57
Arkansas.....		599.86	117.41	717.27
Atlanta.....		50.32	1.35	51.67
Bagley.....		66.26	3.80	70.06
Bailey.....		33.60	4.25	37.85
Bainbridge.....		84.30	17.75	102.05
Baltimore.....		14.66	7.26	21.92
Barney.....		105.66	2.24	107.84
Barry.....		42.37	1.65	44.02
Biddle.....		85.22	21.68	106.90
Blakely.....		8.44	6.67	15.11
Boston.....		1,681.36	479.59	2,160.95
Brooklyn.....	42.00	2,939.76	848.80	3,830.56
Brutus.....		62.92	53.26	116.18
Caesar.....		71.96	5.80	77.76
Calamianes.....		71.47	38.15	109.62
Celtic.....		358.56	65.45	424.01
Charleston.....		3,340.97	634.78	3,975.65
Chattanooga.....	3.00	68.86	59.05	130.91
Chauncey.....		28.97		28.97
Chicago.....		1,479.06	1,457.30	2,936.36
Chickasaw.....		8.13		8.13
Cincinnati.....		990.26	321.43	1,311.69
Cleveland.....		3,608.73	914.57	4,523.30
Colorado.....		1,800.41	496.01	2,296.42
Columbia.....		1,319.09	291.22	1,610.31
Concord.....		9.40	19.10	28.50
Cushing.....		37.56	3.47	41.03
Dahlgren.....		36.72		36.72
Dale.....		185.79	67.81	253.60
Davis.....			5.37	5.37
Decatur.....		48.60	67.41	116.01
De Long.....		190.30	23.60	222.90
Denver.....		588.44	110.81	699.25
Des Moines.....		1,984.75	420.37	2,405.12
Dixie.....		34.45	46.50	80.95
Dolphin.....		2,283.69	759.41	3,043.10
Don Juan de Austria.....		119.91	22.71	142.62
Dubuque.....		17.30		17.30
DuPont.....		72.45	25.41	97.86
Eagle.....		1,605.43	963.01	2,568.44
Eagre.....		131.18	25.53	156.71
Elfrida.....		72.24		72.24
Eriesson.....		15.68	20.02	35.70
Farragut.....		331.37	67.99	399.36
Fern.....		66.72	2.29	69.01
Florida.....		355.96	1,791.46	2,147.42
Footo.....		23.20	3.25	26.45
Fortune.....		71.55		71.55
Fox.....			5.38	5.38
Franklin.....		1,648.27	1,761.45	3,409.72
Frolic.....		241.56	181.41	422.97
Galveston.....		12.60		12.60
General Alava.....		274.31	80.94	355.25
Georgia.....		9.75		9.75
Glacier.....		732.08	12.00	744.08
Gwin.....		23.11	4.68	27.79
Hancock.....	119.50	697.03	368.94	1,185.47
Hannibal.....		99.83	5.69	105.52
Hartford.....		369.96	158.68	528.64
Helena.....		480.09	505.13	985.22
Heracles.....		66.85	8.66	75.51
Hist.....		647.96	130.52	778.48
Hopkins.....		335.33	29.30	364.63
Hornet.....		12.55	1.09	13.64
Hull.....		11.70		11.70
Illinois.....		4,152.45	2,213.21	6,365.66
Independence.....		182.14	40.04	222.18
Indiana.....	36.50	242.82	26.54	305.86
Iowa.....	95.00	2,828.57	570.54	3,494.11

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE P.—REPAIRS TO EQUIPAGE—Continued.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Iris.....		\$24.76	\$0.57	\$25.33
Iwana.....		3.52		3.52
Justin.....		61.00	58.83	119.83
Kearsarge.....	\$47.00	1,556.25	684.29	2,287.54
Kentucky.....		2,632.06	595.74	3,228.40
Lancaster.....		300.56	14.99	315.55
Lawrence.....		228.97	96.75	325.72
Lawton.....		406.52	45.21	511.73
Lebanon.....		6.08	2.10	8.18
Leonidas.....		49.87	10.26	60.13
Leyte.....		1.00		1.00
Louisiana.....		234.73	41.27	276.00
Macdonough.....		245.25	29.03	274.28
Machias.....			201.94	201.94
Mackenzie.....		94.44	38.67	133.11
Maine.....		3,589.47	1,491.40	5,080.96
Manly.....		6.08		6.08
Marblehead.....		1,040.44	151.62	1,192.06
Marcellus.....		93.89	46.99	140.88
Mariveles.....		6.88		6.88
Maryland.....		1,386.66	274.71	1,661.37
Massachusetts.....		56.68	39.40	96.08
Mayflower.....	55.60	668.48	762.54	1,486.62
Minneapolis.....		1,308.20	1,544.06	2,852.26
Missouri.....		1,749.23	1,154.27	2,903.50
Mohawk.....		18.21		18.21
Mohican.....		46.59	71.30	117.89
Monadnock.....		792.61	316.60	1,109.21
Monterey.....		3,162.06	4,559.00	7,721.06
Morris.....		29.67		29.67
Nanshan.....		62.89	16.02	78.91
Narkeeta.....	.75			.75
Nashville.....		20.80	6.54	27.34
Nero.....		240.66	56.97	297.63
Nevada.....		134.88	33.47	168.35
Newark.....		1,172.33	379.26	1,551.59
New Jersey.....		5.04		5.04
Nina.....		97.95	86.98	184.93
O'Brien.....		603.73	137.64	741.37
Ohio.....		3,483.52	1,089.20	4,572.72
Osceola.....		124.36	21.39	145.75
Pampanga.....		71.89	9.19	81.08
Panay.....		1.47		1.47
Panther.....		96.48	3.07	99.55
Paul Jones.....		467.22	99.49	566.71
Pawnee.....		3.12		3.12
Pawtucket.....		4.32		4.32
Pennsylvania.....		3,145.49	1,118.05	4,263.54
Perry.....		132.94	8.11	141.05
Philadelphia.....		422.48	57.59	480.07
Piscataqua.....		658.54	827.44	1,485.98
Plunger.....	17.50			17.50
Pompey.....		414.88	587.03	1,001.91
Porpoise.....	11.00			11.00
Porter.....		93.29	5.55	98.84
Potomac.....		95.64	18.61	114.25
Preble.....		108.42	7.61	116.03
Princeton.....		297.88	63.50	361.38
Rainbow.....		2,345.89	1,321.08	3,666.97
Raleigh.....		138.99	116.08	255.07
Ranger.....		14.90	1.44	16.34
Rapido.....		11.00	2.04	13.04
Rhode Island.....		15.41	31.79	47.20
Rocket.....		119.43	14.51	133.94
Rodgers.....		76.54	5.60	82.14
Samar.....		1.05		1.05
Sandoval.....		49.56	20.60	70.16
Saturn.....		162.36	34.68	197.04
Scorpion.....		164.70	42.68	207.38
Severn.....		1,827.03	590.09	2,417.12
Shark.....	11.00			11.00
Shubrick.....		156.89	23.18	180.07
Siren.....		8.38	75.75	84.13
Somers.....		24.96	7.34	32.30
Sotoyomo.....		5.20		5.20
Southery.....		81.42	19.59	101.01
Sterling.....		12.60	8.65	21.25

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE P.—REPAIRS TO EQUIPAGE—Continued.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Stewart.....		\$513.08	\$202.03	\$715.11
Stockton.....		29.60	16.61	46.21
Supply.....		1,403.65	535.74	1,939.39
Sylph.....	\$1.50	271.49	113.22	386.21
Sylvia.....		319.58	58.56	378.14
Tacoma.....		2,085.03	561.27	2,646.30
Talbot.....		51.90	4.83	56.73
Tecumseh.....		15.12		15.12
Texas.....	7.00	1,271.37	272.96	1,551.33
Thornton.....		77.76	1.41	79.17
Tingey.....		69.06	5.70	75.36
Traffic.....		141.99	113.24	255.23
Truxton.....		257.19	51.88	309.07
Unadilla.....		154.48	30.89	185.37
Uncas.....		160.61	48.91	209.52
Vesuvius.....		138.31		138.31
Vigilant.....		44.10	2.85	46.95
Virginia.....		122.42	41.42	163.84
Vixen.....		1,026.76	516.07	1,542.83
Wabash.....		1,319.64	408.42	1,728.06
Wahneta.....		43.33	1.67	45.08
Wasp.....		999.35	440.35	1,439.70
West Virginia.....		3,773.78	1,108.50	4,882.28
Whipple.....		175.56	48.04	223.60
Wilmington.....		3,556.90	14,786.92	18,343.82
Wilkes.....		25.95	56.48	82.40
Winslow.....		68.74	6.16	72.90
Wisconsin.....		1,681.34	943.77	2,625.11
Wompatuck.....		327.56	150.80	478.36
Worden.....		310.20	94.39	404.59
Wyoming.....		7.20		7.20
Yankee.....		555.56	129.60	685.16
Yankton.....		1,272.46	365.58	1,638.04
Total.....	697.35	107,904.87	60,216.93	168,819.15

TITLE Z.—CONVERSION ACCOUNT.

Naval station, Portsmouth, N. H.:				
Bureau of Equipment.....	\$13,021.62	\$28,570.44	\$41,592.06	
Bureau of Ordnance.....	509.80	1,530.45	2,040.25	
Bureau of Construction and Repair.....	89,135.89	65,814.89	154,950.78	
Bureau of Steam Engineering.....	38,744.75	33,498.83	72,243.58	
Naval station, Boston, Mass.:				
Bureau of Equipment.....	200,728.46	843,604.17	1,044,332.63	
Bureau of Ordnance.....	7,141.57	55,223.79	62,365.36	
Bureau of Construction and Repair.....	110,782.84	125,266.61	236,049.45	
Bureau of Steam Engineering.....	24,883.79	39,597.14	64,480.93	
Torpedo station, Newport, R. I.:				
Bureau of Ordnance.....	57,445.36	84,352.27	141,797.63	
Naval station, Brooklyn, N. Y.:				
Bureau of Equipment.....	175,102.00	324,379.53	499,481.53	
Bureau of Ordnance.....	101,219.33	3,685,013.07	3,786,232.40	
Bureau of Construction and Repair.....	183,408.63	278,963.30	462,371.93	
Bureau of Steam Engineering.....	94,500.25	74,430.62	168,930.87	
Bureau of Supplies and Accounts.....	153,127.98		153,127.98	
Naval station, League Island, Pa.:				
Bureau of Equipment.....	36,397.89	64,001.88	100,399.77	
Bureau of Ordnance.....	27,192.71	964,977.51	992,170.22	
Bureau of Construction and Repair.....	102,336.03	98,542.40	200,878.43	
Bureau of Steam Engineering.....	11,498.26	19,995.85	31,494.11	
Naval station, Washington, D. C.:				
Bureau of Equipment.....	2,254.64	1,614.55	3,869.19	
Bureau of Ordnance.....	2,482,309.43	4,713,195.44	7,195,504.87	
Bureau of Construction and Repair.....	5,056.72	275.49	5,332.21	
Bureau of Steam Engineering.....	218.32	569.94	788.26	
Naval proving ground, Indian Head, Md.:				
Bureau of Ordnance.....	106,520.70	716,191.96	822,712.66	
Naval station, Norfolk, Va.:				
Bureau of Equipment.....	37,864.95	53,514.61	91,379.56	
Bureau of Ordnance.....	43,767.94	1,469,731.65	1,513,499.59	
Bureau of Construction and Repair.....	114,273.19	171,878.32	286,151.51	
Bureau of Steam Engineering.....	45,987.22	66,441.08	112,428.30	

Statements of expenditures of money and material at shore stations and objects to which applied during the fiscal year ending June 30, 1906—Continued.

TITLE Z.—CONVERSION ACCOUNT—Continued.

	Payments, other than for labor, applied directly to object.	Labor.	Material.	Total.
Naval station Port Royal, S. C.:				
Bureau of Equipment.....		\$6. 88	\$24. 75	\$31. 63
Bureau of Ordnance.....		13. 76	3. 54	17. 30
Bureau of Construction and Repair.....		1,200. 70	889. 27	2,179. 97
Naval station, Key West, Fla.:				
Bureau of Equipment.....		1,966. 93	815. 36	2,782. 29
Bureau of Steam Engineering.....			23. 49	23. 49
Naval station, Pensacola, Fla.:				
Bureau of Equipment.....		10,648. 73	23,252. 35	33,901. 08
Bureau of Ordnance.....		179. 14	887. 05	1,066. 19
Bureau of Construction and Repair.....		14,991. 83	11,892. 11	26,883. 94
Bureau of Steam Engineering.....		1,230. 80	5,284. 74	6,505. 54
Naval station, New Orleans, La.:				
Bureau of Construction and Repair.....		98. 88		98. 88
Naval station, Mare Island, Cal.:				
Bureau of Equipment.....		51,707. 25	104,030. 57	155,737. 82
Bureau of Ordnance.....		78,513. 17	1,878,392. 46	1,956,905. 63
Bureau of Construction and Repair.....		92,966. 86	184,942. 64	227,909. 50
Bureau of Steam Engineering.....		55,357. 45	54,878. 61	110,246. 06
Naval station, Puget Sound, Wash.:				
Bureau of Equipment.....		14,326. 15	41,866. 41	56,192. 56
Bureau of Ordnance.....		2,942. 36	46,850. 02	49,792. 38
Bureau of Construction and Repair.....		40,409. 07	29,577. 88	69,986. 95
Bureau of Steam Engineering.....		14,903. 94	18,091. 13	32,995. 07
Naval station, Cavite, P. I.:				
Bureau of Equipment.....		33,824. 56	82,396. 40	116,220. 96
Bureau of Ordnance.....		6,462. 86	1,117,461. 38	1,123,924. 24
Bureau of Construction and Repair.....		34,774. 58	70,192. 38	104,966. 96
Bureau of Steam Engineering.....		19,106. 64	43,265. 88	62,372. 52
Total.....		4,801,152. 81	17,646,194. 21	22,447,347. 02

RECAPITULATION.

A. Construction of vessels.....	\$28,152,768. 67	\$1,628,558. 13	\$1,963,229. 78	\$31,764,556. 58
D. Repairs to vessels.....	185,014. 81	3,551,530. 30	1,644,944. 75	5,381,489. 86
E. Real estate and chattels.....	5,353,684. 68	1,372,420. 19	1,420,037. 91	8,146,142. 78
F. Machinery plant.....	119,096. 27	248,211. 75	1,075,733. 29	1,443,040. 31
G. General maintenance.....	1,110,917. 29	4,931,681. 30	2,357,219. 04	8,399,817. 63
N. Models and experiments.....		134,476. 58	364,043. 51	498,520. 09
O. Naval Militia.....	17,060. 09		244,974. 58	262,034. 67
P. Repairs to equipage.....	697. 35	107,904. 87	60,216. 93	168,819. 15
V. Miscellaneous.....	2,551,253. 44	1,295,040. 18	195,146. 34	4,041,437. 96
W. Repairs to supplies in store.....	43,716. 04			43,716. 04
Z. Conversion account.....		4,801,152. 81	17,646,194. 21	22,447,347. 02
Expended for specific objects, as above.....	37,534,207. 64	18,070,976. 11	26,991,740. 34	82,596,924. 09
X. Supplies in store.....	25,065,256. 38			25,065,256. 38
Total.....	62,599,464. 02	18,070,976. 11	26,991,740. 34	107,662,180. 47

• Includes \$32,079.42 for labor performed for other Government Departments, for which naval appropriations are to be reimbursed.

STATEMENT C.

Statement showing operation of naval supply fund during fiscal year 1906.

Amount of fund.....	\$2,700,000. 00
Value of stores received from purchase.....	2,089,654. 22
Value of stores received by transfer from accounts (a) and (b).....	154,684. 94
Payments made on account of purchases.....	2,103,309. 80
Value of stores issued for reimbursement.....	2,659,866. 69
Cash available June 30, 1906:	
In Treasury.....	498,712. 41
Transfer statements awaiting adjustment.....	504,866. 18
Total.....	1,003,578. 59
Outstanding liabilities June 30, 1906 (approximate).....	961,000. 00

STATEMENT D.

Statement showing the value of supplies (excepting provisions, clothing, and small stores, and contingent supplies and accounts stores) on hand July 1, 1905, the receipts from purchase and other sources, the expenditures during the year, and the balance on hand June 30, 1906.

	On hand July 1, 1905, with receipts and expenditures during fiscal year 1906.	Balance on hand June 30, 1906.
Balance on hand:		
Navy-yard, Portsmouth.....	\$879,259.00	\$1,070,870.80
Navy-yard, Boston.....	3,535,406.10	4,155,415.07
Torpedo station, Newport.....	631,938.19	799,127.19
Training station, Newport.....	5,087.53	6,316.64
Naval station, New London.....	14,033.88	11,115.54
Navy-yard, New York.....	10,204,615.58	14,671,131.40
Navy-yard, League Island.....	4,571,263.40	5,634,883.39
Naval Academy, Annapolis.....	31,861.05	35,384.35
Navy-yard, Washington.....	9,437,066.12	9,372,436.57
Naval Observatory, Washington.....	74,700.77	97,129.32
Naval proving ground, Indian Head.....	1,189,375.29	1,275,561.26
Navy-yard, Norfolk.....	6,592,157.23	7,876,899.43
Naval station, Port Royal.....	43,134.08	47,293.47
Naval station, Charleston.....		72.32
Naval station, Key West.....	121,802.34	87,046.14
Navy-yard, Pensacola.....	335,882.58	424,011.97
Naval station, New Orleans.....		479.57
Training station, San Francisco.....	2,489.15	13,883.93
Navy-yard, Mare Island.....	4,653,331.47	6,229,737.75
Navy-yard, Puget Sound.....	930,048.73	1,742,942.13
Naval station, San Juan, P. R.....	135,587.74	104,262.35
Naval station, Hawaii.....	145,867.94	129,518.88
Naval station, Tutuila, Samoa.....	138,739.72	132,577.94
Naval station, Guam, L. I.....	43,158.25	60,973.41
Naval station, Cavite, P. I.....	3,718,666.38	5,261,395.67
Naval station, Guantanamo, Cuba.....	35,457.94	60,870.36
Naval station, Culebra, V. I.....	124,855.27	139,366.69
Naval station, Polloc, P. I.....	9,290.32	12,820.59
Coaling station, Pichilique, Mexico.....	13,350.10	11,499.70
Coaling station, Olongapo, P. I.....	2,409.85	44,857.47
Coaling station, Frenchmans Bay, Mo.....	26,340.58	18,216.75
Coaling station, Port Isabela, P. I.....	10,460.59	4,431.40
Coaling station, Sitka, Alaska.....	76,225.95	67,468.97
Coaling station, Yokohama, Japan.....	94,764.06	20,071.31
Coaling station, Narragansett Bay.....	29,404.34	82,008.11
Cargo ship Cmsar.....	5,449.69	652.78
Cargo ship Ajax.....	3,053.16	
Cargo ship Marcellus.....	1,141.80	
Cargo ship Lebanon.....	2,000.00	
Cargo ship Brutus.....	374.40	18,043.18
Cargo ship Nanshan.....	23,806.51	15,409.31
Cargo ship Saturn.....	11,500.69	2,260.31
Cargo ship Justin.....	16,380.69	14,523.20
Cargo ship Culgoa.....	7,826.64	
Cargo ship Hannibal.....		5,641.71
Cargo ship Nero.....		3,039.36
Cargo ship Abarenda.....	3,213.79	8,755.20
Cargo ship Pompey.....	890.18	663.86
Cargo ship Alexander.....	31,435.75	20,630.42
Cargo ship Leonidas.....		4,942.24
Cargo ship Celtic.....		4,958.33
Cargo ship Iris.....		10,753.37
Shipments between navy-yards in transit.....	2,696,723.89	1,439,260.87
Total on hand July 1, 1905.....	50,661,918.71	
Received during fiscal year 1906 under Title X:		
From open purchase.....	\$4,454,804.51	
From contracts.....	17,954,848.96	
From manufacture, Title Z.....	23,111,594.41	
From gain by inventory.....	1,078,797.45	
From transfers from ships, Titles B and Y.....	9,372,519.44	
	55,972,564.77	
	106,634,483.48	

Statement showing the value of supplies (excepting provisions, clothing, and small stores, and contingent supplies and accounts stores), etc.—Continued.

	On hand July 1, 1905, with receipts and expenditures during fiscal year 1906.	Balance on hand June 30, 1906.
Expended during fiscal year 1906:		
To Title A, for use.....	\$1,983,229.78	
To Title D, for use.....	1,644,944.75	
To Title E, for use.....	1,420,037.91	
To Title F, for use.....	1,075,733.29	
To Title G, for use.....	2,357,219.04	
To Title N, for use.....	364,043.51	
To Title O, for use.....	244,974.58	
To Title P, for use.....	60,216.93	
To Title V, for use.....	195,146.34	
To Title Z, for use.....	17,646,194.21	
	<u>\$26,991,740.34</u>	
To Title V, sold to other departments.....	253,200.03	
To Title W, condemned.....	1,312,691.42	
To Title W, revalued.....	1,532,554.03	
To Titles B and Y, transferred to ships.....	15,292,685.68	
	<u>\$45,382,871.50</u>	
Total.....	61,251,611.98	\$61,251,611.98

STATEMENT E.

Statement of the value of supplies received and expended on board ships in commission, excepting medical and pay-officers' stores, for the fiscal year ending June 30, 1906.

Bureau.	Balance on hand July 1, 1905.	Receipts.	Balance on hand and received.
Equipment.....	\$5,066,706.59	\$3,948,351.75	\$9,015,058.34
Ordnance.....	19,265,569.05	8,195,688.44	27,461,257.49
Construction and Repair.....	3,325,617.63	1,601,205.85	4,926,823.48
Steam Engineering.....	1,486,627.33	3,106,584.25	4,593,211.58
Total.....	29,144,520.60	16,851,830.29	45,996,350.89

Bureau.	Expended for use and condemned.	Expended by transfer.	Total expenditures.	Balance on hand June 30, 1906.
Equipment.....	\$703,014.17	\$2,779,510.94	\$3,482,525.11	\$5,532,533.23
Ordnance.....	1,078,444.71	7,634,220.28	8,712,664.99	18,748,592.50
Construction and Repair.....	470,904.48	820,135.71	1,291,040.19	3,635,783.29
Steam Engineering.....	2,487,096.23	413,552.62	2,900,648.85	1,692,562.73
Total.....	4,739,459.59	11,647,419.55	16,386,879.14	29,609,471.75

Balance on hand July 1, 1905.....	\$29,144,520.60	
Received during fiscal year 1906.....	16,851,830.29	
	<u>\$45,996,350.89</u>	
Expended, cost of commission (use and condemned).....	4,739,459.59	
Expended by transfer.....	11,647,419.55	
	<u>16,386,879.14</u>	
Balance on hand June 30, 1906.....		29,609,471.75
Value of stock in transit from yards and stations to ships.....		1,878,643.01
Value of stores on board ship and in transit June 30, 1906.....		<u>31,488,115.36</u>

STATEMENT F.

Statement showing cost of maintaining ships in commission during fiscal year ending June 30, 1906, excepting medical stores and repairs.

Vessel.	Accrued pay of officers, crew, and marines.	Committed rations.	Incidental expenses (pilots, postage, casual dues, etc.)	Value of stores expended.				Supplies and Accounts.	Total expenditures under Title C, cost of commission.	Months in commission.
				Equipment.	Ordnance.	Construction and Repair.	Steam Engineering.			
Adams.	\$21,245.50	\$14,125.50	\$379.41	\$3,918.70	\$785.37	\$3,875.06	\$4,036.49	\$10,832.50	\$129,839.53	12
Africa.	291,128.37	23,241.00	2,668.10	14,433.94	51,925.99	11,007.49	46,577.73	47,946.99	488,940.61	12
Alli.	54,562.12	4,764.80	146.02	4,346.53	708.68	1,422.49	1,355.50	8,320.57	75,426.71	12
Annapolis.	90,873.13	8,993.40	200.02	2,252.57	109.24	3,147.64	8,033.92	18,192.01	131,930.93	6
Arcturion.	18,792.84	4,644.30	232.57	2,882.67	3,088.93	915.11	904.94	13,875.56	31,461.36	12
Arcturion.	105,156.57	8,562.00	1,308.12	3,205.70	3,155.38	2,745.04	17,250.52	2,046.44	155,596.24	12
Atlanta.	25,597.25	2,589.90	20.54	4,749.03	170.87	1,328.57	7,250.52	2,046.44	41,853.12	3
Baltimore.	177,068.66	14,006.40	5,549.47	5,655.75	20,274.04	4,616.48	66,070.48	33,450.15	326,691.43	12
Barque No. 122.	5,498.97	27.00	349.44	.....	.....	.....	.....	772.23	6,647.64	6
Birmingham.	21,151.53	2,733.60	2,248.19	776.35	355.44	1,071.23	382.41	843.52	20,562.27	3
Boston.	126,338.80	10,573.70	911.85	4,911.65	10,951.23	3,946.78	41,914.74	28,113.79	222,482.54	12
Brooklyn.	230,240.74	17,332.50	3,197.61	15,119.77	22,781.59	9,888.74	50,782.60	41,487.14	309,820.78	12
Buffalo.	10,649.61	826.50	319.19	.....	.....	.....	.....	18,950.04	25,745.34	12
Calliope.	21,975.27	4,353.30	2,521.68	484.10	85.51	684.85	1,844.72	2,556.75	31,649.43	12
Castine.	16,553.33	1,275.90	81.81	1,033.23	379.94	601.10	2,065.35	2,556.75	25,207.41	3
Celtic.	51,519.44	4,182.60	1,191.82	2,421.38	13.22	2,519.60	30,915.23	6,947.72	99,811.10	9
Charleston.	190,306.21	16,417.20	541.39	5,238.39	4,949.38	5,695.11	25,339.97	32,713.35	281,401.00	9
Chattanooga.	148,776.01	11,935.50	112.62	3,695.98	5,096.50	4,283.70	34,996.50	27,263.50	236,632.31	12
Chicago.	224,344.47	17,015.70	3,624.15	8,628.83	18,982.25	9,938.94	69,737.00	35,522.69	387,784.03	12
Cincinnati.	158,515.81	13,005.00	2,513.57	3,250.44	9,963.96	3,522.77	36,622.00	30,229.36	257,922.91	12
Cleveland.	141,772.92	11,396.70	874.57	78,156.83	3,385.96	3,781.26	21,182.34	23,675.00	211,225.58	12
Colorado.	309,029.10	23,957.70	2,309.74	12,630.36	50,788.33	11,674.94	55,642.42	58,024.86	524,057.45	12
Columbia.	184,742.57	15,744.90	3,967.59	7,000.80	1,539.75	8,071.85	53,511.21	33,649.32	308,258.00	12
Concord.	65,040.93	4,352.10	219.50	1,703.98	722.06	1,838.87	18,624.14	10,652.56	103,198.04	9
Cook.	10,164.28	706.50	8.44	4,385.05	4.71	431.76	10,531.60	2,317.85	25,111.14	3
Denver.	139,326.72	9,919.20	622.34	4,385.05	4,539.87	3,527.69	20,515.95	24,232.49	207,073.21	12
Des Moines.	137,170.28	10,761.00	533.65	4,268.26	5,540.13	3,185.50	14,914.64	22,492.14	198,874.60	12
Detroit.	9,004.15	657.00	106.38	1,085.63	644.75	917.17	3,154.37	1,178.21	16,769.66	2
Dixie.	47,669.51	3,674.40	664.55	2,964.15	432.04	1,377.22	9,086.02	7,184.05	73,652.84	6
Dolphin.	71,872.00	11,352.90	2,784.12	3,461.72	2,198.41	1,609.29	8,332.55	3,998.43	105,648.42	12
Don Juan de Austria.	38,039.34	3,013.80	240.22	1,461.13	192.14	947.18	3,846.20	5,975.17	53,735.18	6
Dubuque.	71,520.14	5,536.20	625.08	2,111.82	1,142.80	2,664.41	7,888.89	11,268.36	102,807.70	12
Eagle.	31,984.20	1,697.10	71.06	1,215.26	46.28	735.77	7,212.40	5,352.38	48,314.52	12
Elcano.	54,267.33	4,569.00	6,932.82	2,355.80	404.14	1,734.72	14,469.77	8,287.80	93,811.40	12
Florida.	103,294.39	8,994.00	829.29	2,619.16	2,081.88	4,130.20	18,784.28	12,809.19	154,324.48	12
Frobisher.	31,130.67	2,624.10	294.38	3,140.51	1,437.21	1,974.51	8,087.38	5,233.90	53,337.60	9
Galveston.	144,731.11	8,320.20	976.81	3,948.33	3,846.46	5,192.78	31,439.84	34,413.50	232,875.12	12
Glacier.	71,501.18	5,266.80	5,088.71	2,562.02	47.00	1,324.05	30,557.95	10,434.96	127,072.67	10

Illinois.....	262,423.16	21,260.10	2,042.11	8,630.91	43,853.64	7,208.29	43,718.98	46,243.72	435,380.91	12
Indiana.....	124,884.13	8,688.00	601.71	3,113.70	1,921.43	2,045.89	13,700.06	21,861.53	177,445.45	6
Iowa.....	259,636.81	17,865.40	1,885.75	8,735.22	40,060.96	10,287.28	39,555.68	50,031.65	428,048.75	12
Iroquois.....	21,897.63	2,899.50	626.14	1,362.62	.....	679.05	2,016.52	3,298.07	32,809.53	12
Keams.....	269,795.02	21,804.10	1,829.27	10,059.05	43,088.83	13,878.66	40,239.46	47,274.80	448,571.19	12
Kentucky.....	278,667.54	22,525.20	2,070.05	8,429.22	50,925.61	8,799.05	41,182.21	47,245.28	459,844.16	12
Lawton.....	124,721.31	9,438.00	1,780.74	3,058.61	338.60	3,956.72	58,816.88	17,791.20	219,902.06	12
Louisiana.....	25,949.50	2,096.40	119.39	.....	.....	.....	.....	4,387.91	32,553.20	1
Maine.....	350,677.23	26,834.10	5,755.56	12,959.43	52,951.36	12,556.23	65,066.73	57,135.99	583,936.63	12
Marblehead.....	118,992.14	9,487.80	865.10	5,517.79	6,816.85	3,755.54	36,978.32	22,046.72	204,460.26	12
Marblehead.....	9,571.66	771.90	117.22	.....	87.32	219.62	835.59	1,483.65	13,086.96	2
Maryland.....	311,356.98	25,791.60	2,630.57	10,734.91	29,854.88	12,079.04	43,709.78	53,773.17	489,030.93	12
Massachusetts.....	123,209.80	9,002.10	1,464.47	4,536.30	30,182.12	3,154.69	18,291.38	21,430.80	211,271.75	6
Mayflower.....	77,944.89	6,636.30	1,544.04	4,614.32	629.11	3,400.31	14,412.11	11,036.89	120,237.97	12
Mindoro.....	8,868.45	2,531.40	56.00	1,788.08	456.62	321.45	428.58	.....	14,451.18	.....
Minneapolis.....	203,598.65	15,843.00	3,121.98	6,446.59	2,082.53	5,967.78	60,434.69	38,067.05	335,562.27	12
Missouri.....	309,093.71	25,209.60	1,959.47	7,759.33	44,016.70	9,884.50	37,896.97	54,675.46	490,465.74	12
Mohican.....	8,948.70	8,948.70	101.35	2,720.80	560.41	2,740.13	8,924.15	14,844.06	116,937.44	12
Monadnock.....	9,081.00	9,081.00	3,148.19	5,227.66	1,702.34	4,192.20	19,852.00	18,870.66	175,746.39	6
Nashville.....	78,630.82	5,188.80	1,335.31	2,765.21	1,246.91	3,235.12	8,683.68	12,998.71	114,084.56	11
Naval Academy vessels.....	184,005.14	28,798.50	91.42	6,890.55	4,476.87	4,585.18	7,692.03	15,383.24	251,922.93	12
Nevada.....	104,412.67	5,784.30	1,062.67	2,998.66	3,722.50	3,188.49	16,620.58	15,416.57	153,206.44	12
Newark.....	52,734.08	5,416.20	218.94	3,871.51	7,000.11	5,020.27	9,663.85	6,292.98	90,271.29	6
New Jersey.....	34,558.69	3,002.70	154.92	1,319.91	.....	.....	.....	.....	45,499.22	2
Newport.....	72,938.83	5,839.80	718.06	3,622.71	1,827.34	3,331.92	6,952.98	13,044.73	108,276.37	12
Nina.....	9,001.05	1,945.50	.....	.....	.....	.....	.....	.....	10,946.55	12
Ohio.....	374,800.61	29,865.60	6,912.47	11,007.55	95,778.71	10,384.30	116,877.23	68,619.40	714,245.87	12
Olympia.....	166,523.49	12,687.30	2,673.60	5,687.79	7,676.88	4,157.85	22,926.76	27,693.11	250,026.78	9
Oregon.....	220,181.16	18,347.70	1,592.17	8,358.22	1,224.42	9,067.50	95,985.79	43,645.70	398,422.66	10
Paducah.....	58,507.65	4,763.10	962.49	2,538.70	928.58	2,442.37	8,257.09	9,093.41	87,491.39	10
Pampanga.....	17,501.46	4,602.00	260.60	4,116.51	2,296.02	905.59	1,991.94	.....	31,674.12	.....
Paragua.....	4,724.40	4,724.40	243.61	1,209.28	4,131.05	640.63	861.82	.....	28,961.09	.....
Pennsylvania.....	314,488.72	25,986.00	1,833.42	15,440.70	39,313.71	15,916.71	54,541.06	53,823.66	521,343.98	12
Peoria.....	34,350.59	5,818.50	986.52	2,323.50	209.71	440.43	1,985.92	2.50	46,117.67	12
Piscataqua.....	25,374.69	6,105.60	.....	14,049.08	.....	536.77	1,989.74	.....	48,055.88	.....
Potomac.....	23,497.74	2,991.60	413.86	1,642.14	.....	335.21	1,788.43	1,748.94	31,417.92	12
Princeton.....	70,449.61	5,279.70	288.61	1,854.40	3,962.14	2,345.13	11,987.30	11,349.44	107,516.33	12
Quilros.....	31,973.85	6,980.10	1,751.86	7,870.13	3,347.98	1,667.08	1,829.57	.....	45,422.57	.....
Rainbow.....	190,569.03	17,159.40	1,000.74	7,368.86	2,912.99	5,296.94	40,036.14	38,225.90	302,540.00	12
Raleigh.....	153,352.61	11,272.50	2,529.37	4,935.50	11,257.58	4,771.92	39,880.25	21,159.94	249,159.67	12
Rhode Island.....	104,027.33	7,176.90	412.13	1,475.42	311.92	2,643.80	10,791.48	18,225.33	145,064.31	4
Scorpion.....	45,638.13	5,051.10	846.58	5,322.00	700.80	1,558.87	7,555.80	5,520.85	72,194.13	12
Severn.....	26,081.11	1,363.20	17.60	261.80	176.86	138.27	431.65	1,509.41	29,979.90	4
Solace.....	47,782.10	4,173.30	1,128.25	1,453.52	91.33	4,431.36	22,240.38	7,559.36	88,859.60	4
Supply.....	70,252.51	5,988.00	1,646.84	4,322.71	617.95	3,853.22	32,535.78	8,417.96	127,634.97	12
Syph.....	16,502.67	3,022.80	1,304.01	702.09	.....	124.84	958.71	.....	22,615.12	12
Tacoma.....	142,900.30	10,826.70	1,795.92	4,762.33	9,057.47	5,238.88	38,510.36	29,167.42	238,259.38	12
Texas.....	192,294.78	13,363.80	2,180.25	7,833.53	21,837.28	6,569.15	29,819.41	30,008.47	303,906.67	12
Topeka.....	18,082.14	1,322.40	17.17	947.63	221.06	368.88	2,190.53	2,674.45	25,824.28	2
Uncas.....	7,896.19	1,531.20	127.88	628.28	.....	801.56	1,282.60	17.41	12,288.12	.....
Villalobos.....	30,814.43	5,940.60	1,645.02	617.60	5,727.72	773.47	2,642.40	96.04	48,257.28	12
Virginia.....	40,116.51	2,757.00	189.62	616.67	257.52	293.95	2,471.42	7,638.41	54,341.10	2

Statement showing cost of maintaining ships in commission during fiscal year ending June 30, 1906, excepting medical stores and repairs—Continued.

Vessel.	Accrued pay of officers, crew, and marines.	Committed rations.	Incidental expenses (pilottage, postage, etc.)	Value of stores expended.				Supplies and Accounts.	Total expenditures under Title C, cost of commission.	Months in commission.
				Equipment.	Ordnance.	Construction and Repair.	Steam Engineering.			
Vixen.....	\$50,655.45	\$1,060.20	\$94.30	\$2,496.70	\$800.54	\$1,781.53	\$3,993.38	\$11,444.14	\$74,918.24	6
Wasp.....	4,740.15	4,458.10	38.79	2,806.16	43.80	1,213.92	3,118.01	8,859.73	13,278.06	3
West Virginia.....	322,307.52	25,671.30	2,358.40	13,526.82	28,541.90	11,432.88	57,830.87	54,468.61	516,228.39	12
Washington.....	25,196.38	2,215.50	650.29	1,161.16	297.35	1,130.70	2,771.99	4,247.09	37,670.46	3
Wisconsin.....	284,079.31	25,178.70	3,376.78	12,656.63	56,193.13	16,185.98	92,513.81	56,695.48	556,879.82	12
Wolverine.....	50,064.16	10,878.90	861.13	2,507.50	1,647.35	1,149.43	2,833.35	2,431.45	81,400.27	12
Wompatuck.....	20,281.28	5,583.90	9.09	8,919.46	7.98	261.94	755.72	2,074.20	35,818.37	2
Wyandott.....	15,027.59	5,800.40	141.71	1,424.97	1,285.20	622.96	8,147.74	2,074.20	29,474.86	12
Yankee.....	168,690.32	15,087.00	6,018.88	5,230.60	2,762.31	5,918.57	33,535.18	34,972.87	272,205.73	10
Yankee.....	34,838.34	3,513.00	314.62	3,816.80	463.76	1,240.18	4,174.61	4,621.87	52,983.18	10
TOPELO BOATS.										
Adler.....	859.10	11,388.00	736.84	23.36	2,810.73	1,165.44	11,487.67	10.83	803.20	.....
Bainbridge.....	51,979.78	10,577.40	228.42	2,404.14	726.65	964.98	17,027.49	.....	81,972.60	.....
Barry.....	49,583.65	3,134.70	75.55	2,138.67	6,502.02	392.38	2,791.17	.....	81,721.91	.....
Blackby.....	15,914.52	6,116.70	231.08	1,446.89	164.70	480.34	8,380.43	.....	30,949.01	.....
Chaunoy.....	34,151.84	5,834.40	63.38	1,700.62	3,633.69	301.46	7,334.41	.....	47,974.18	.....
Dale.....	26,349.69	10,771.50	157.84	2,070.98	96.71	573.87	6,924.11	.....	45,217.65	.....
Decatur.....	50,420.86	2,747.40	44.31	1,899.73	8,380.80	343.80	3,355.18	.....	71,015.87	.....
Dupont.....	15,015.99	1,983.20	.....	66.73	21.60	.....	45.50	.....	31,777.30	.....
Grampus and Pike.....	15,000.50	1,158.10	.....	125.78	.....	.....	.....	.....	17,055.12	.....
Holland.....	1,506.59	7,137.60	25.43	5,147.62	17,175.28	583.97	7,983.67	.....	1,835.97	.....
Hopkins.....	35,202.42	1,678.50	0.58	5,854.78	33.39	155.57	670.75	.....	73,255.90	.....
Hull.....	7,692.82	7,711.20	121.55	5,298.69	14,707.69	665.56	4,426.94	.....	11,045.39	.....
Lawrence.....	34,165.39	7,431.90	131.72	3,440.54	8,946.20	585.02	5,291.06	.....	67,097.02	.....
Macdonough.....	34,541.09	3,148.30	65.60	1,902.71	2,871.00	270.45	1,532.09	.....	60,377.83	.....
Nicholson.....	17,732.43	2,482.80	34.70	1,756.98	1,428.29	919.42	2,321.85	.....	27,573.48	.....
O'Brien.....	13,354.32	7,716.60	568.66	5,247.95	15,327.47	1,057.00	7,939.38	.....	22,298.36	.....
Paul Jones.....	36,136.52	7,986.30	107.66	5,611.92	833.21	756.81	10,641.80	.....	73,969.58	.....
Perry.....	34,513.82	7,986.30	107.66	5,611.92	833.21	756.81	10,641.80	.....	60,451.52	.....
Plunger.....	2,815.37	533.30	.....	76.36	.....	.....	42.00	.....	3,267.85	.....
Porpoise.....	8,432.89	453.70	146.48	540.43	23.00	21.30	172.42	.....	10,206.22	.....
Porter.....	15,640.90	2,873.10	239.60	2,260.05	7,687.30	290.76	2,987.97	.....	31,968.58	.....
Preble.....	54,654.43	11,242.20	90.84	6,527.70	3,463.67	750.75	4,743.91	.....	81,473.51	.....
Rodgers.....	14,774.82	2,677.50	80.40	1,527.16	68.36	194.50	1,500.48	.....	20,823.22	.....
Shark.....	7,971.25	920.40	131.73	464.05	65.15	158.30	196.60	.....	9,007.48	.....
Shubrick.....	521.21	.....	.....	480.47	38.03	608.22	953.80	.....	2,601.73	.....
Stewart.....	37,737.78	3,715.20	155.10	3,710.91	12,134.24	631.32	9,145.65	4,336.90	71,561.10	.....
Stockton.....	731.10	128.70	.....	472.40	167.43	127.72	172.56	.....	1,799.91	.....
Terror.....	27,154.15	4,242.30	196.69	1,541.06	12,660.98	837.76	4,146.07	1,702.39	82,471.30	.....
Thornton.....	759.42	.....	.....	373.19	57.72	378.21	1,045.80	.....	2,614.40	.....

Truxtun.....	39,226.77	8,061.90	178.17	3,639.25	13,063.63	1,066.28	5,603.93		70,870.09	
Vesuvius.....	17,538.41	3,801.00	97.90	1,371.47	469.58	938.73	3,139.30		27,375.99	
Whipple.....	5,689.43	987.30	119.64	91.16	1,227.62	73.61	1,070.23		9,258.90	
Worden.....	35,305.91	7,437.60	456.32	4,416.60	14,953.98	769.22	8,822.63		72,252.26	
Torpedo boats, reserved and unat- tached.....	149,369.29	19,591.50	266.53	9,297.90	1,473.56	5,672.73	14,147.56	2,769.70	202,588.77	
COLLIERS.										
Abarenda.....			a 25,201.62	10,105.06		920.80	5,410.08		41,718.06	12
Ajax.....			a 12,385.04	864.09		57.00	3,582.49		16,918.62	4
Alexander.....			a 31,337.10	1,223.46		440.07	14,439.25		47,501.60	12
Arethusa.....			a 22,323.29	5,755.01		1,489.56	1,810.01		32,232.96	8½
Brutus.....			a 34,415.80	2,085.55		662.38	18,930.51		56,114.34	12
Cæsar.....			a 6,130.16	907.45		731.20	2,538.27		24,743.04	4
Do.....			a 21,528.87	23.44			1,268.91	2,401.28	22,821.22	8
General Alava.....			a 79.34	4,284.71		458.16	3,483.09		8,305.30	
Hannibal.....			a 22,808.68	5,301.17		830.59	1,164.14		30,104.58	12
Iris.....			a 28,140.84	2,690.25		3,542.69	28,529.29		62,989.12	12
Justin.....			a 25,046.77	6,688.57		1,314.49	17,661.42		51,745.23	12
Lebanon.....			a 21,557.22	6,734.05		1,398.23	2,615.57		34,461.69	10½
Leonidas.....			a 23,809.72	4,673.72		866.02	2,452.01		31,849.47	12
Marcellus.....			a 22,427.10	1,450.09		908.76	4,111.46		28,897.41	12
Nanshan.....			a 18,473.45	1,320.82		835.44	17,718.83		38,348.54	11½
Nero.....			a 27,859.15	1,838.20		693.39	3,219.18		33,609.92	10
Pompey.....			a 14,850.98	331.93					15,182.91	9
Saturn.....			a 30,037.17	4,324.47			10,474.92		46,864.61	12
Sterling.....			a 2,888.65	4.00			1,021.01		3,963.86	1½
Total cost commission (Title C)	11,680,478.17	1,023,252.50	534,772.49	583,316.08	1,054,372.31	417,466.15	2,439,564.24	1,801,527.75	19,604,749.69	
Fish Commission vessels (Title M)	54,860.50	9,753.30	13.01					173.82	64,800.63	
	11,735,338.67	1,103,005.80	534,785.50	583,316.08	1,054,372.31	417,466.15	2,439,564.24	1,801,701.57	19,669,550.32	
RECEIVING SHIPS.										
Constellation.....	530,619.26	81,202.50	115.95	21,448.93	8,321.39	18,436.01	2,067.87	103,496.50	755,708.41	12
Franklin.....	771,604.02	68,808.30	7,412.65	44,186.27	8,770.18	8,080.64	5,115.62	123,505.10	1,037,552.78	12
Hancock.....	483,949.29	43,076.10	2,606.40	9,994.65	2,277.57	5,725.11	14,333.44	41,681.59	603,734.15	12
Independence.....	289,453.14	22,301.70	2,805.72	12,264.68	1,627.41	3,337.92	1,272.93	23,676.66	336,740.46	12
Lancaster.....	223,435.12	19,452.90	2,981.95	4,639.65	379.08	2,073.93	5,704.89	31,324.79	295,962.31	12
Pensacola.....	191,646.54	24,238.50	1,433.68	8,597.23	2,009.34	4,479.16	6,803.86	29,459.49	268,727.80	12
Philadelphia.....	107,180.00	10,376.70	345.35	8,304.03	152.91	3,327.70	815.87	11,240.81	141,747.27	12
Southern.....	112,728.53	15,717.00	1,181.97	1,669.84		1,836.43	2,501.23	31,159.13	196,814.13	12
Wabash.....	273,137.23	39,726.00	3,192.18	3,200.17	55.38	1,774.01	7,092.06	21,305.75	349,382.78	12
Total cost receiving ships (Title H).....	2,989,754.33	324,659.70	22,168.85	114,395.45	23,593.26	49,100.91	45,767.77	416,749.82	3,986,400.00	

a Includes pay and subsistence of merchant crews.

STATEMENT G.

Statement of public sales of condemned Government property.

Date of sale.	Place of sale	By whom deposited.	Gross receipts.	Expenses of sale.	Net receipts.	Credited to miscellaneous receipts.	Credited to appropriation—	
							Clothing and small stores.	Ordnance material, proceeds of sales.
Oct. 27, 1905	Portsmouth, N. H.	M. M. Ramsay.	\$76.70	.....	\$76.70	.....	.....	.....
Aug. 1, 1905	Boston, Mass.	B. P. Du Bois.	227.50	.....	227.50	.....	.....	.....
Sept. 6, 1905	do.	do.	925.14	.....	925.14	.....	.....	.....
Sept. 11, 1905	do.	do.	1,800.00	\$10.53	1,789.47	.....	.....	.....
Sept. 13, 1905	do.	do.	405.50	10.87	394.63	.....	.....	.....
Oct. 2, 1905	do.	do.	3,206.90	.....	3,206.90	.....	.....	.....
Jan. 17, 1906	do.	do.	2,983.51	47.17	2,936.34	.....	.....	.....
Feb. 5, 1906	Newport, R. I.	W. T. Camp.	4,269.27	11.92	4,257.35	.....	.....	.....
June 8, 1906	New London, Conn.	W. W. Woodhull.	227.41	10.93	216.48	.....	.....	.....
Aug. 5, 1905	New York, N. Y.	S. R. Colhoun.	25,536.33	332.51	25,103.82	.....	23,080.31	.....
Sept. 5, 1905	do.	do.	678.38	115.83	562.55	.....	.....	.....
Mar. 17, 1906	do.	F. T. Arms.	2,058.91	18.15	2,040.76	.....	2,040.76	.....
Apr. 4, 1906	do.	do.	33,251.03	1,277.25	31,973.78	.....	12,367.99	\$3,584.14
June 18, 1906	do.	do.	463.41	13.35	450.06	.....	.....	.....
Oct. 25, 1905	Naval Home, Philadelphia.	M. C. McDonald.	51.27	.....	51.27	.....	.....	.....
Jan. 3, 1906	do.	do.	60.00	.....	60.00	.....	.....	.....
June 28, 1906	do.	do.	40.00	.....	40.00	.....	.....	.....
July 5, 1905	League Island, Pa.	H. A. Dent.	12,263.85	97.50	12,166.35	.....	201.82	67.12
Jan. 12, 1906	do.	do.	34.10	15.50	18.60	.....	.....	18.60
June 7, 1906	do.	do.	510.00	.....	510.00	.....	.....	.....
Sept. 9, 1905	Annapolis, Md.	T. J. Cowie.	85.00	11.10	73.90	.....	.....	.....
Fla. year 1906	Washington, D. C.	J. H. Merriam.	10.00	3.90	6.10	.....	.....	.....
Mar. 20, 1906	Indian Head, Md.	do.	121,692.41	154.51	121,537.90	.....	.....	121,182.06
Oct. 26, 1905	Norfolk, Va.	Geo. G. Selbels.	3,846.24	4.50	3,841.74	.....	.....	.....
Sept. 7, 1905	Key West, Fla.	B. D. McGee.	14,013.01	392.60	13,620.41	.....	520.00	365.01
Feb. 28, 1906	New Orleans, La.	F. T. Hoopes.	446.05	10.28	435.77	.....	.....	.....
July 18, 1905	Mare Island, Cal.	David Potter.	75.00	.....	75.00	.....	.....	.....
Nov. 27, 1905	Puget Sound, Wash.	D. M. Addison.	9,300.13	116.55	9,183.58	.....	826.95	777.38
Mar. 20, 1906	Sitka, Alaska.	L. C. Kerr.	3,506.74	18.55	3,488.19	.....	.....	2.98
Aug. 20, 1905	Guantanamo, Cuba.	N. W. Grant.	276.95	.90	276.05	.....	.....	.....
July 19, 1905	San Juan, P. R.	F. B. Colby.	22.00	.....	22.00	.....	.....	.....
Nov. 28, 1905	Cavite, P. I.	J. W. Morse.	101.00	.....	101.00	.....	.....	.....
Feb. 14, 1906	do.	M. R. Goldsborough.	991.00	43.03	947.97	.....	295.10	.....
Apr. 28, 1906	do.	do.	1,294.50	60.34	1,234.16	.....	341.32	.....
May 7, 1906	Yokohama, Japan.	W. T. Gray.	478.00	36.84	441.16	.....	166.13	.....
			261.45	.....	261.45	.....	.....	.....

Alcohol barrels.						
Fis. year 1906	California Powder Works.....	R. T. M. Ball.....	2,180.43	52.20	7,678.31	
	do.....	do.....	56.00			
	Laflin & Rand.....	Reah Frazer.....	1,707.11			
	International Smokeless Powder Co.....	do.....	2,121.36			
	F. I. Du Pont Co.....	do.....	1,656.61			
	Total.....		253,259.20	2,886.81	250,372.39	125,997.29
					84,387.53	39,967.57

Statement of public sales of condemned Government property—Continued.

RECAPITULATION.

Portsmouth, N. H.....	\$76. 70
Boston, Mass.....	9,608. 55
Newport, R. I. (torpedo station).....	4,260. 27
New London, Conn.....	227. 41
New York, N. Y.....	61,988. 06
Philadelphia, Pa. (Naval Home).....	151. 27
League Island, Pa.....	12,892. 95
Annapolis, Md.....	10. 00
Washington, D. C.....	121,692. 41
Indian Head, Md.....	3,846. 24
Norfolk, Va.....	14,013. 01
Key West, Fla.....	446. 05
New Orleans, La.....	75. 00
Mare Island, Cal.....	9,300. 13
Puget Sound, Wash.....	3,506. 74
Sitka, Alaska.....	276. 95
Guantanamo, Cuba.....	22. 00
San Juan, P. R.....	101. 00
Cavite, P. I.....	2,763. 50
Yokohama, Japan.....	261. 45
Alcohol barrels.....	7,730. 51
Gross proceeds.....	253,259. 20
Expenses of sales.....	2,886. 81
Net receipts.....	250,372. 39
Deposited to credit:	
Miscellaneous receipts.....	84,387. 53
Clothing and small stores.....	39,987. 57
Ordnance material, proceeds of sales.....	125,997. 29
Total.....	250,372. 39

List of purchasers, with amounts received from each.

Navy-yard, Portsmouth, N. H., October 27, 1905:		Navy-yard, Boston, Mass., January 17, 1906—Continued.	
Hett Brothers.....	\$76. 70	Keniston Engineering Company...	\$2. 10
Navy-yard, Boston, Mass., August 1, 1905:		Lawler Brothers.....	35. 55
Frank Gross.....	227. 50	G. W. Mehaflay.....	10. 00
Navy-yard, Boston, Mass., September 6, 1905:		Cunningham Iron Company.....	650. 25
Potter & Wrightington.....	615. 75	Harry Butter & Co.....	81. 01
O'Connor Brothers.....	126. 50	D. J. Callahan.....	71. 20
O'Connor Brothers.....	182. 89	C. D. Parke.....	61. 10
Total.....	925. 14	J. W. Lyons.....	75. 35
Navy-yard, Boston, Mass., September 11, 1905:		Geo. W. Mashburn.....	101. 00
Lawler Brothers.....	1,800. 00	Frank H. Bliss.....	101. 73
Navy-yard, Boston, Mass., September 13, 1905:		P. S. Steenson.....	33. 00
Rockwell Engineering Company...	100. 00	J. H. Mundy.....	21. 70
S. J. Donovan.....	305. 50	F. B. McCarthy.....	100. 00
Total.....	405. 50	A. Wolfe & Co.....	626. 50
Navy-yard, Boston, Mass., October 2, 1905:		Total.....	2,983. 51
L. P. Nolan.....	1,467. 55	Naval torpedo station, Newport, R. I., February 5, 1906:	
E. Butterworth.....	314. 76	O'Connor Brothers.....	3,309. 27
M. W. Ruben.....	1,348. 44	O'Shanbrom.....	24. 38
O'Connor Brothers.....	98. 15	M. Wasserman.....	122. 37
F. H. Pridham.....	38. 00	M. Keller.....	350. 00
Total.....	3,266. 90	L. Nolan.....	152. 25
Navy-yard, Boston, Mass., January 17, 1906:		J. Myerson.....	180. 00
Jacob Moshkowitch.....	272. 25	Lee Hunt.....	70. 00
Marine Metal and Supply Company.....	134. 05	H. Butter & Co.....	61. 00
A. A. McGahey.....	167. 36	Total.....	4,269. 27
W. Stokes Kirk.....	103. 25	Naval station, New London, Conn., June 8, 1906:	
Louis Nolan.....	227. 34	Wm. S. Nolan.....	117. 41
Bernard Cadden.....	21. 00	Lubchansky & Greenblat.....	110. 00
C. W. Curran.....	15. 00	Total.....	227. 41
J. Feinberg & Son.....	66. 43	Navy-yard, New York, N. Y., August 5, 1905:	
J. Nottenson.....	6. 79	Chas. B. Rouss.....	9,922. 50
Loui Andersen.....	151. 00	Chas. Seligman.....	7,025. 30
		J. Dreifus & Sons.....	105. 00
		Wm. J. Bannerman.....	1,681. 62
		Benj. B. Abrahams.....	1,336. 93
		Jacob Kaplan.....	41. 62
		Francis Bannerman.....	85. 51

*List of purchasers, with amounts received from each—Continued.***Navy-yard, New York, N. Y., August 5, 1905—Continued.**

W. Stokes Kirk.....	\$1,329.19
S. Winkler.....	248.91
S. Appel & Co.....	952.92
Wm. S. Kirk, jr.....	58.25
Dreifus & Co.....	172.96
Marcus Breier.....	14.75
J. Huggins.....	320.12
L. C. Pontez.....	2,129.25
E. A. Chandler.....	1.50
M. Walker.....	110.00

Total.....25,536.33

Navy-yard, New York, N. Y., September 5, 1905:

Herman von Thaden.....	87.50
Alex. Johnson.....	101.02
S. E. Dibble.....	107.00
Louis Timmons.....	70.00
S. F. Banner.....	60.00
B. A. Robinson.....	62.50
Wm. Barnes.....	5.00
M. Dunne.....	14.36
Loui Andersen.....	151.00
(Forfeited).....	20.00

Total.....678.38

Navy-yard, New York, N. Y., March 17, 1906:

William Hughes.....	700.87
Josiah Linton & Co.....	721.36
J. H. Lyon & Co.....	510.12
Frankel Brothers & Co.....	126.56

Total.....2,058.91

Navy-yard, New York, April 4, 1906:

Dreifus & Co.....	1,149.78
J. Dreifus & Son.....	470.26
Francis Bannerman.....	2,168.38
M. Dunne.....	1,672.97
B. B. Abrahams.....	1,886.04
Jacob Kaplan.....	430.50
W. Stokes Kirk.....	2,886.82
P. Murray.....	287.10
Walsh Sons & Co.....	976.79
M. Samuel & Sons.....	1,887.55
Samuel Butter & Co.....	225.98
Henry P. Noyes.....	39.35
A. Levy.....	15.38
R. Tobin & Son.....	129.99
Solomon Brothers.....	1,756.59
E. H. Wilson & Co.....	2,679.53
J. M. Briggs.....	292.49
P. J. Larkin.....	349.00
Alex. Sloan, jr. & Co.....	152.67
G. H. Rodman.....	5.09
A. Garfunkel.....	19.53
S. Appel & Co.....	17.93
J. Damery.....	34.50
S. Rosenberg.....	2,444.78
Bartram Brothers.....	448.35
Robert B. Stetser.....	16.77
L. C. Pontez.....	188.29
J. J. Dunphy.....	97.50
L. Marks.....	126.60
R. Lee Cuthbert.....	387.63
Max Hayman.....	380.00
Wm. Beardall.....	1.05
Edward J. Kane.....	142.38
T. F. Meyer, jr.....	4.25
H. K. White.....	7.10
K. Kominsky.....	18.75
N. London.....	68.84
J. Nuttall.....	35.50

National Smelting and Refining Company.....225.36

Newtown Creek Towing Company.....50.00

James Ledoux.....5.16

Wm. H. Wilson.....3,210.00

Benjamin T. Squier.....51.00

J. J. Mahoney.....452.98

Frank E. Gore.....40.00

Henry A. Hitner's Sons.....175.00

Navy-yard, New York, April 4, 1906—Continued.

E. A. Chandler.....	\$1.00
Chas. Seligman.....	910.94
Max Amsel.....	36.50
Bishop Gutta Percha Company...	50.00
B. Loewenthal.....	250.00
W. H. Harrison.....	96.76
Gatti-McQuade Company.....	446.26
John J. Chaulk.....	226.90
Neil M. Ladd.....	1,303.13
Fred. Berg.....	53.00
Aloysius M. Lamb.....	81.00
Leonard Gebhard.....	55.07
Carl Behrens.....	15.52
R. G. Packard Company.....	106.00
J. C. Abbey.....	1,459.26
John Jamieson.....	25.68
M. Walker.....	22.50

Total.....33,251.03

Navy-yard, New York, N. Y., June 18, 1906:

Thos. J. Reilly.....463.41

Naval Home, Philadelphia, Pa., October 25, 1905:

Wm. J. Neely.....51.27

Naval Home, Philadelphia, Pa., January 3, 1906:

Anthony Quigley.....60.00

Naval Home, Philadelphia, Pa., June 28, 1906:

James Moran.....40.00

Navy-yard, League Island, Pa., July 5, 1905:

A. Dreifus & Co.....	1,130.90
J. Irwin Taylor.....	152.50
Peter Hagan & Co.....	5.00
Jos. Rosenthal's Sons.....	157.25
W. Stokes Kirk.....	359.30
Berry & Aikens.....	87.32
Benjamin Bramell.....	280.00
James Fenton.....	15.25
P. J. Larkin.....	216.51
Robert M. Marshall.....	52.00
John Henning & Son.....	2,338.24
Thos. C. Steilwagner.....	55.00
B. B. Abrahams.....	68.10
Girard Machine and Tool Company	175.00
L. F. Seyfert's Sons.....	4,441.16
Joseph O'Peoples.....	62.50
John J. Schrader.....	558.00
W. F. Killion & Co.....	41.00
Wm. J. Bannerman.....	276.41
Samuel Hurley.....	643.00
Charles Bellevou.....	200.00
Chas. S. Perves.....	25.50
Robert M. Cunliffe.....	18.80
R. Burman.....	52.50
Francis Bannerman.....	25.80
H. Abrams.....	6.00
Robert Bloxsom.....	35.55
M. A. Binder.....	26.33
G. M. Van Sant.....	57.50
Wm. B. Mason.....	18.75
George Kister.....	.75
R. E. Cliggett.....	12.50
J. M. Briggs.....	78.00
J. Nuttall.....	190.71
E. Burs & Co.....	38.93
T. B. Subers.....	1.60
Robert B. Stetson.....	65.25
Burcher Brothers.....	35.44
John J. Chaulk.....	259.50

Total.....12,263.85

Navy-yard, League Island, Pa., July 27, 1905:

Peter F. Toomey.....	5.00
R. Burman.....	11.00
Berry & Aikens.....	18.10

Total.....34.10

List of purchases, with amounts received from each—Continued.

Navy-yard, League Island, Pa., January 12, 1906:

Bernard Tucker.....\$510.00

Navy-yard, League Island, Pa., June 7, 1906:

Peter Leary.....60.00
Geo. Hastings.....25.00

Total.....85.00

Naval Academy, Annapolis, Md., September 9, 1905:

Edwin Warfield.....10.00

Navy-yard, Washington, D. C., fiscal year 1906:

Louis Simons.....674.50
Robert H. Partridge.....258.55
Samuel Butler Company.....25.00
Colonial Refining Company.....16,857.80
R. B. Brown.....25,969.20
Landon & Edelstein.....167.72
James Clendenin.....6,033.60
Henry Bernheimer.....175.79
Chesapeake Metal and Iron Company.....10,152.81
S. Benzinger.....86.00
John J. Chaulk.....499.97
L. F. Seiferts Sons.....357.57
D. K. Elliott.....20.00
B. Lissberger.....60,413.90

Total.....121,692.41

Naval proving ground, Indian Head, Md., March 20, 1906:

R. Gilpin & Co.....3,846.24

Navy-yard, Norfolk, Va., October 26, 1905:

Jacob Moshkowitch.....242.05
Wm. J. Bannerman.....424.09
Fred Craemer.....607.00
M. T. Cashin.....456.86
Dreifus & Co.....354.86
Ben Einstein.....134.00
Albert Hamlen.....466.57
O'Connor Brothers.....627.72
Francis Bannerman.....365.02
Mallory Machinery Company.....348.00
Morris & Parker.....6.60
Jas. P. Knight.....55.75
Vincent Cacace.....298.65
Geo. B. Young.....20.00
J. Dreifus & Sons.....89.00
J. C. Poyner.....4.51
The Porter Moore Company.....20.07
Lawrence Williams.....31.52
Cumberland, Dugan & Co.....65.00
A. B. Horton.....6,775.40
E. K. Brooks, jr.....11.25
Chas. W. Swink.....4.00
J. W. Grandy.....52.00
N. Frank & Sons.....1,350.25
T. B. Hurst & Co.....54.70
Henry Bernheimer.....50.50
C. K. Curtis.....20.00
Rudolph Wurlitzer.....154.00
Woolford & Thomas.....493.59
Monumental Iron Company.....169.50
B. G. Williams.....51.00
Thomas Campbell.....76.00
W. H. H. Cory.....133.55

Total.....14,013.01

Naval station, Key West, Fla., September 27, 1905:

A. E. Curry.....40.00
T. A. Lumley.....190.00
Wm. B. Curry.....145.00
J. W. Sawyer.....71.05

Total.....446.05

Naval station, New Orleans, La., February 28, 1906:

R. McWilliams.....\$75.00

Navy-yard, Mare Island, Cal., July 18, 1905:

Geo. F. Hilton.....249.80
Jacob Livingston.....190.00
Hyman Davis.....129.00
Just Anderson.....115.50
F. Deutsch.....61.50
Bercovich Company.....1,071.20
J. W. Smith.....15.00
A. Sugerman.....41.00
M. H. Allred.....25.50
Gus Maiwald.....82.00
Francis Bannerman.....181.78
W. Stokes Kirk.....207.60
Sam Rosencrantz.....15.65
M. Kemper.....3,333.54
S. Ringolsky.....1,353.75
J. Pantosky.....132.90
A. Joseph.....800.95
J. K. Solmonson.....101.35
J. Meyers.....155.00
John McGill.....5.00
Geo. I. Raychester.....15.00
Max Silverstein.....529.86
Joe Harris Company.....487.25

Total.....9,300.13

Navy-yard, Puget Sound, Wash., November 27, 1905:

R. N. Gordon.....166.50
A. Olson.....31.50
H. W. Starrett.....236.00
Phillip Schmitt.....28.00
S. W. Harrington.....25.00
C. P. Adams.....64.00
F. A. Richardson.....16.50
T. P. H. Whitelaw.....51.00
International Contract Company.....395.00
F. M. Gray.....1,315.80
Chicago Junk Company.....85.00
J. Simon & Bro.....10.00
Emar Goldberg.....225.00
J. D. Rubenstein.....576.09
Mrs. Aug. Ostrom.....6.50
Moran Brothers Company.....271.25
S. Solomon.....3.00

Total.....3,506.74

Marine barracks, Sitka, Alaska, March 20, 1906:

John G. Brady.....53.00
James Fitzgerald.....142.00
William P. Mills.....9.00
Edward Woodward.....10.00
William Oshee.....51.00
George W. Beattie.....1.75
Charles Haley......70
Thomas Tilson.....5.50
John Clements.....4.00

Total.....276.95

Naval station, Guantanamo, Cuba, August 29, 1905:

J. A. McDonald.....22.00

Naval station, San Juan, P. R., July 19, 1905:

A. A. David.....101.00

Naval station, Cavite, P. I., November 28, 1905:

William Glitt.....156.50
Florentine Santos.....15.00
Wei Ho.....266.00
Mr. Klopendorf.....2.00
Mr. Goldstein.....31.00
Tan Teeoko.....50.00
Kiang Kiaol.....282.00
Mr. Merrill.....16.50
Lim Chian.....10.00

List of purchases, with amounts received from each—Continued.

Naval station, Cavite, P. I., November 28, 1905—Continued.

Mr. Erickson.....	\$63.00
Mr. Barton.....	3.00
Mr. Guitterez.....	56.00
Mr. Mesamer.....	5.00
J. V. S. Breson.....	35.00

Total..... 991.00

Naval station, Cavite, P. I., February 14, 1906:

Mr. Leyden.....	43.00
Mr. Barton.....	59.00
Tan Tir Company.....	203.00
K. Sao.....	412.00
J. A. W. Holland.....	102.50
H. Johnson.....	90.00
Uy Yuick.....	72.00
Chwa Fat.....	180.00
Lim Chian.....	133.00

Total..... 1,294.50

Naval station, Cavite, P. I., April 18, 1906:

Mr. Barton.....	19.00
Maro Charo.....	16.00

Naval station, Cavite, P. I., April 18, 1905—Continued.

Lan Chaw.....	\$5.50
Frank Bean.....	11.00
Gul Ho.....	82.50
M. Goldstein.....	10.00
Chim Sun Sue.....	110.00
Lim Hiko.....	60.00
Tan Cha.....	115.00
Austacio Osorio.....	4.00
Ah Sim Young.....	45.00

Total..... 478.00

Naval hospital, Yokohama, Japan, May 7, 1906:

E. W. Frazer.....	249.00
Peterson Engineering Company...	12.45

Total..... 261.45

Alcohol barrels:

Richard Hamilton.....	3,510.94
Joseph Kelly & Co.....	1,974.14
Carl Cooperage Company.....	56.00
California Barrel Company.....	2,180.43

Total..... 7,730.51

Deposits on account of sales of Government property and work for private parties during fiscal year 1906.

Place, etc.	Fuel to officers.	Sales of miscellaneous stores.	Work for private parties.	Credited to miscellaneous receipts.	Credited to appropriations.
Portsmouth, N. H.....	\$462.09	\$677.22	\$318.15		\$1,457.46
Boston, Mass.....	1,915.48	584.21	5,194.58	\$2,380.39	5,313.88
Newport, R. I. (torpedo station).....	679.08	671.73			1,350.81
Newport, R. I. (training station).....	1,360.26				1,360.26
New London, Conn.....	3.00				3.00
New York, N. Y.....	1,431.17	5,538.78	283.24	204.25	7,048.94
League Island, Pa.....	2,161.20	98.40	5,972.47	783.96	7,448.11
Annapolis, Md. (Naval Academy).....	3,080.32				3,080.32
Washington, D. C.....	6,882.65	768.81	66.40		7,651.46
Indian Head, Md.....	141.45				141.45
Norfolk, Va.....	1,302.50	2,057.40	226.09	101.00	3,484.90
Charleston, S. C.....	127.53	1,102.13	1,669.76		2,899.42
Port Royal, S. C.....	44.97	156.10			201.07
Key West, Fla.....	2.98	1,467.98	3,903.49	817.67	4,556.78
Pensacola, Fla.....	130.16	1,933.83	1,540.48		3,604.47
New Orleans, La.....	67.66		6,468.89	5,674.37	862.11
Mare Island, Cal.....	1,175.14	28,626.31	26.50	7.00	29,820.95
Naval Training Station, Cal.....	196.51				196.51
Puget Sound, Wash.....	283.75	2,921.77	15,113.48	14,954.28	3,364.72
Marine Corps.....	3,202.33	12,891.04		6,005.61	9,997.76
Typewriters, condemned.....		1,209.00		1,209.00	
Hydrographic Office, books, charts, etc.....		8,415.95			8,415.95
Total.....	24,650.23	60,120.66	40,783.53	32,294.02	102,260.40

STATEMENT H.

Statement of payments through the Paymaster-General's Office on contract, open-purchase, and open-contract vouchers during the fiscal year ending June 30, 1906.

Bureau.	Contract.	Open purchase.	Open contract.	Total.
Yards and Docks.....	\$4,114,895.99	\$70,313.83	\$46,017.79	\$4,231,227.61
Equipment.....	5,149,233.24	292,723.94	97,097.70	5,539,054.88
Navigation.....	633,370.75	79,907.31	226,381.47	939,659.53
Ordnance.....	7,710,214.70	2,032,712.31	37,175.77	9,780,102.78
Ordnance (armor).....	7,419,273.27			7,419,273.27
Construction and Repair.....	2,260,928.63	262,689.55	30,907.04	2,554,525.22
Steam Engineering.....	1,283,147.86	257,557.55	9,493.38	1,550,198.79
Supplies and Accounts.....	4,436,427.33	70,334.06	206,746.78	4,713,508.17
Medicine and Surgery.....	373,877.29	195,501.14	55,282.59	624,661.02
Secretary's Office.....	90,059.23	14,729.18	96,795.09	201,583.50
Secretary's Office (new vessels).....	20,000,054.30			20,000,054.30
Secretary's Office (buildings, Naval Academy).....	1,011,933.29			1,011,933.29
Total.....	55,152,415.97	3,276,468.87	805,867.61	59,234,752.45

STATEMENT I.

Statement of receipts and expenditures of provisions, fiscal year 1906.

RECEIPTS.

Balances July 1, 1905:	
On hand at navy-yards and stations.....	\$504,873.73
On board ships in commission.....	357,122.51
Provisions in transit.....	117,442.49
	\$979,438.73
Receipts at navy-yards and stations:	
Purchases.....	1,607,372.19
Gain on issues.....	4,326.12
Gain from advanced prices.....	313.26
From coffee mill (roasted and ground).....	75,704.30
	1,687,715.87
Receipts on board ships:	
Purchases.....	1,205,941.32
Gain on issues.....	55,785.40
Gain from advanced prices.....	57,229.51
From United States Marine Corps.....	384.29
From United States Army.....	14,822.59
	1,334,163.11
Total.....	4,001,317.71

EXPENDITURES.

Expenditures at navy-yards and stations:	
For use (expense account).....	\$351.83
Condemned by survey to loss account.....	8,906.47
Condemned to be sold at auction.....	27,148.25
To other departments of yards.....	5,504.91
Loss on issues.....	722.08
Loss from reduced prices.....	204.11
Lost in transit.....	419.21
To coffee mill (green coffee).....	75,704.30
Sales for cash.....	5,703.62
United States Marine Corps.....	44,835.18
On account San Francisco earthquake.....	7,390.03
United States Army.....	118.20
	\$177,008.19
Expenditures on board ships:	
Issues to crew and marines.....	2,160,667.14
Extra issues to engineer and dynamo force.....	56,168.01
Supernumeraries not entitled to pay.....	87.80
Other departments of ships.....	293.36
Sales to messes for cash.....	609,015.99
Condemned by survey to loss account.....	39,992.99
Loss from reduced prices.....	57,910.75
Loss on issues.....	36,378.26
United States Army.....	92.98
On account San Francisco earthquake.....	1,177.83
Deficit in pay officers' accounts.....	6,446.80
Merchant vessels in distress.....	10.22
	2,968,242.13
Balances July 1, 1906:	
On hand at navy-yards and stations.....	491,134.42
On ships in commission.....	311,774.00
Provisions in transit.....	53,158.97
	856,067.39
Total.....	4,001,317.71

Statement of receipts and expenditures of contingent stores, fiscal year 1906.

RECEIPTS.

Balances July 1, 1905:		
On hand at navy-yards and stations.....	\$21,519.92	
On board ships in commission.....	21,947.63	
Contingent stores in transit.....	3,962.16	
		\$47,429.71
Receipts at navy-yards and stations:		
Purchases.....	7,404.31	
Gain on receipts.....	1,052.80	
From other departments.....	318.09	
From naval supply fund.....	9,269.24	
From clothing and small-stores fund.....	55.90	
		18,100.34
Receipts on board ships:		
Purchases.....	1,421.18	
Gain on receipts.....	107.90	
From other departments.....	126.90	
		1,655.98
Total.....		67,186.03

EXPENDITURES.

Expenditures at navy-yards and stations:		
For use (expense account).....	\$5,592.74	
To other departments of yards.....	2,001.60	
Condemned by survey to loss account.....	710.23	
Condemned to be sold at auction.....	1,261.12	
Loss on receipts.....	683.19	
United States Marine Corps.....	130.73	
Naval supply fund.....	9.48	
		10,389.00
Expenditures on board ships:		
To ship's use.....	9,089.35	
Loss on receipts.....	28.05	
Condemned by survey to loss account.....	591.39	
To other departments of ship.....	2,148.65	
Deficit in pay officer's accounts.....	141.52	
United States Marine Corps.....	1.23	
		12,000.19
Balances July 1, 1906:		
On hand at navy-yards and stations.....	19,838.87	
On board ships in commission.....	19,737.18	
Contingent stores in transit.....	5,220.70	
		44,796.75
Total.....		67,186.03

Clothing and small-stores account.

RECEIPTS.

Clothing and small-stores fund, July 1, 1905.....		\$4,414,837.08
Receipts by warrants:		
No. 5, September 7, 1905.....	\$6,295.89	
No. 6, September 11, 1905.....	288,153.38	
No. 8, November 7, 1905.....	309,946.38	
No. 9, November 13, 1905.....	15,392.97	
No. 10, January 8, 1906.....	4.90	
No. 12, February 14, 1906.....	339,204.23	
No. 13, February 26, 1906.....	95.00	
No. 17, May 2, 1906.....	5,525.43	
No. 19, June 9, 1906.....	26,081.02	
No. 21, June 16, 1906.....	156.05	
No. 22, June 27, 1906.....	384,576.71	
		1,375,431.96
Accounts receivable subject to settlement by the Auditor for the Navy Department:		
Due from proceeds of sales at public auction.....	1,492,742.79	
	17,523.94	
		1,510,266.73
Clothing and small stores purchased:		
Purchased at navy-yards and stations.....	871,957.07	
Pay roll at naval clothing factory (manufacturing).....	153,127.98	
Purchased by pay officers on ships.....	3,324.82	
		1,028,409.87
Gains (money):		
Gain by addition to invoice prices—		
Yards.....	19,973.26	
Ships.....	139,867.96	
		159,841.22
Gains (property):		
Gains on issues, yards.....	18,400.26	
Gains on issues, ships.....	4,042.81	
Gains from alterations of clothing.....	\$94.40	
Less materials expended.....	90.12	
		4.28
		22,507.35

Profit and loss:		
Yards.....	\$2,008. 31	
Ships.....	975. 53	
		<u>\$2,983. 84</u>
Total.....		8,514,278. 05

EXPENDITURES.

Payments made for purchases in 1906.....	\$1,030,964. 97	
Less due for purchases in 1905.....	90,815. 17	
	<u>940,149. 80</u>	
Due for purchases in 1906.....	88,260. 07	
		<u>\$1,028,409. 87</u>
Accounts settled by the Auditor for Navy Department:		
Third quarter 1905.....	294,449. 27	
Fourth quarter 1905.....	325,339. 35	
First quarter 1906.....	339,304. 13	
Second quarter 1906.....	416,339. 21	
		<u>1,375,431. 96</u>
Clothing and small stores expended, ships:		
Issues to officers and crew.....	887,582. 30	
Issues to marines.....	24,376. 77	
Issues to apprentices and landsmen.....	476,653. 10	
Issues to other departments.....	6,062. 85	
Sales for cash.....	22,306. 90	
To the United States Marine Corps.....	37. 87	
Issues to supernumeraries not entitled to pay.....	8. 30	
To United States naval prisoners.....	11,406. 85	
		<u>1,428,435. 03</u>
Clothing and small stores expended, yards:		
Due from proceeds of sales at auction July 1, 1905.....	\$6,591. 12	
Proceeds of sales at public auction.....	46,291. 31	
	<u>52,882. 43</u>	
Adjusted by Auditor for Navy Department.....	35,358. 49	
		<u>17,523. 94</u>
Due from proceeds of sales June 30, 1906.....		20,176. 40
Sales for cash.....		19,006. 23
To other departments.....		4,068. 32
To naval supply fund.....		2,442. 54
To United States naval prisoners.....		66. 00
To United States Marine Corps.....		50. 90
To contingent, supplies and accounts.....		14,787. 77
Sales to revenue-cutler vessels.....		2,885. 70
On account San Francisco earthquake.....		
		<u>81,007. 80</u>
Losses, ships:		
Issues for use (expense account).....		20
Loss on issues.....		12,118. 16
Loss by survey.....		9,346. 15
Deficit in pay officers' accounts.....		3,018. 39
		<u>24,482. 90</u>
Losses, yards:		
Issues to use (expense account).....		297. 29
Sales at public auction.....	\$130,275. 86	
Less proceeds.....	46,291. 31	
		<u>83,984. 55</u>
Loss on sales at public auction.....		6,575. 99
Loss by survey.....		4,016. 26
Loss on issues.....		3,393. 78
Lost in transit.....		
		<u>98,267. 87</u>
Total expenditures.....		<u>4,036,035. 43</u>
Clothing and small stores fund July 1, 1906.....		<u>4,478,242. 62</u>
Total.....		8,514,278. 05

Statement of the clothing and small-stores fund for the fiscal year ending June 30, 1906.

ASSETS.

Cash accounts:		
Balance in United States Treasury to credit of fund.....	\$442,177. 61	
Balance in hand of paymaster, navy-yard, New York.....	304. 02	
		<u>\$442,481. 63</u>
Stock accounts:		
On hand at navy-yards and stations.....	2,535,853. 04	
On hand at naval clothing factory.....	101,891. 13	
On hand condemned to be sold.....	19,379. 63	
On board ships in commission.....	922,560. 94	
Clothing and small stores in transit.....	125,575. 15	
		<u>3,705,260. 49</u>
Less difference between cost and issuing price.....	344,832. 45	
		<u>3,360,427. 04</u>

Accounts receivable for issue and sales awaiting adjustment by the Auditor for the Navy Department.....	\$746,344.79	
Due from proceeds of sales at auction.....	17,523.94	\$763,868.73
Total.....		4,566,787.40

LIABILITIES.

Due for unpaid bills for stores delivered.....	\$49,861.95	
Due for reservations unpaid on contracts.....	37,014.63	\$86,876.58
Due for ships' bills, unpaid.....		1,383.49
Due United States Marine Corps.....	275.12	
Due naval-supply fund.....	9.59	
		284.71
Total liabilities.....		88,544.78
Clothing and small-stores fund, July 1, 1906.....		4,478,242.62
Total.....		4,566,787.40

Statement of purchases and payments.

PURCHASES.

Due for clothing and small stores July 1, 1905:		
At navy-yards and stations, unpaid bills.....	\$68,903.69	
At navy-yards and stations, reservations unpaid.....	20,652.75	
	89,556.44	
On board ships, bills unpaid.....	1,258.73	
Due United States Marine Corps, yards.....	1,486.30	
Due United States Marine Corps, ships.....	1,133.35	
Due naval-supply fund.....	9.59	
		\$93,444.41
Due for purchases in fiscal year 1906:		
At navy-yards and stations.....	871,957.07	
Clothing factory pay roll.....	153,127.98	
	1,025,085.05	
On board ships.....	3,324.52	
United States Marine Corps, yards.....	5,704.29	
United States Marine Corps, ships.....	1,824.21	
Naval supply fund.....	19.95	
		1,035,958.32
Total.....		1,129,402.73

PAYMENTS.

Payments made for clothing and small stores during fiscal year 1906:		
At navy-yards and stations.....	\$874,636.93	
Clothing factory pay roll.....	153,127.98	
	1,027,764.91	
On board ships.....	3,200.06	
United States Marine Corps, yards.....	7,290.16	
United States Marine Corps, ships.....	2,582.87	
Naval-supply fund.....	19.95	
		\$1,040,857.95
Balance due on clothing and small stores, June 30, 1906:		
At navy-yards and stations, unpaid bills.....	49,861.95	
At navy-yards and stations, reservations unpaid.....	37,014.63	
On board ships, unpaid bills.....	1,383.49	
United States Marine Corps.....	275.12	
Naval-supply fund.....	9.59	
		88,544.78
Total.....		1,129,402.73

STATEMENT J.

SCHEDULES OF PROPOSALS RECEIVED.

Schedule of proposals for naval supplies.

OPENED JULY 5, 1905.

Bidder 1. Ansonia Brass and Copper Co., 99 John street, New York.

2. Armour & Co., 205 La Salle street, Chicago, Ill.

3. American Steel and Wire Co., 24 State street, New York.

4. American Screw Co., Providence, R. I.

5. American Hoist and Derrick Co., St. Paul, Minn.

6. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

7. Abraham & Straus, 420 Fulton street, Brooklyn, N. Y.

8. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

9. Bridgeport Brass Co., 19 Murray street, New York.

10. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.

11. F. S. Banks & Co., 90 Wall street, New York.

12. Bryan Marsh Co., 227 Fulton street, New York.

13. Brown Wales Co., 69 Purchase street, Boston, Mass.

14. W. S. Brown Co., 3 W. 29th street, New York.

15. Bethlehem Steel Co., South Bethlehem, Pa.

16. Bridgeman Bros. Co., 19 N. 7th street, Philadelphia, Pa.

17. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.

18. C. H. Bull & Co., Norfolk, Va.

19. E. T. Burrowes Co., 70 Free street, Portland, Me.

20. Cornell & Underhill, 47 Beach street, New York.

21. Crouse Tremaine Carbon Co., Fostoria, Ohio.

22. Carpenter Steel Co., Reading, Pa.

23. Consolidated Electric Lamp Co., Danvers, Mass.

24. Carnegie Steel Co., Pittsburg, Pa.

25. Crucible Steel Co. of America, P. O. Box 75, Pittsburg, Pa.

26. James Clendenin, Thames and Carolina streets, Baltimore, Md.

27. Philip Carey Manufacturing Co., Lockland, Ohio.

28. Darling & Slade, Fall River, Mass.

29. Duncan Electric Manufacturing Co., Lafayette, Ind.

30. Driggs-Seabury Ordnance Corporation, Sharon, Pa.

31. Diamond Meter Co., Peoria, Ill.

32. O. Ehas & Bro., 965 Elk street, Buffalo, N. Y.

33. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.

34. Fitz, Dana & Co., 110 North street, Boston, Mass.

35. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

36. Grasselli Chemical Co., 60 Wall street, New York.

37. John Greig, 218 W. 11th street, New York.

38. General Electric Co., Schenectady, N. Y.

39. H. C. Gable, Lebanon, Pa.

40. Richard W. Geldart, 2 Stone street, New York.

41. General Chemical Co., 25 Broadway, New York.

42. Garlock Packing Co., 604 Arch street, Philadelphia, Pa.

43. William D. Gill & Son, 701 President street, Baltimore, Md.

44. Hazard Manufacturing Co., 50 Dey street, New York.

45. Hayward Co., 97 Cedar street, New York.

46. Hutchinson Cement Co., 35 S. Williams street, New York.

47. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.

48. R. C. Hoffman & Co., Drawer O, Baltimore, Md.

49. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

50. A. L. Hirsh, 365 Greenwich street, New York.

51. Hartman Co., 1231 N. Front street, Philadelphia, Pa.

52. Charles R. Johnson, 314 Atlantic Building, Norfolk, Va.

53. H. W. Johns-Manville Co., 100 William street, New York.

54. Jenkins Manufacturing Co., 13 Park Row, New York.

55. George W. Knowlton, 88 Broad street, Boston, Mass.

56. Keasley & Mattison Co., Ambler, Pa.

57. J. B. Kendall, Washington, D. C.

58. F. H. Lovell & Co., Arlington, N. J.

59. J. H. Leonard & Co., 15 Park Row, New York.

60. Laflin & Rand Powder Co., 170 Broadway, New York.

61. Morse Supply Co., 949 Broadway, New York.

62. J. L. Mott Iron Works, 90 Beekman street, New York.

63. Midvale Steel Co., P. O. Box 1006, Philadelphia, Pa.

64. Michael A. McCormick, Newport, R. I.

65. Manhattan Supply Co., Greenwich and Jay streets, New York.

66. Montgomery & Co., 105 Fulton street, New York.

67. Manhattan Electrical Supply Co., 32 Cortlandt street, New York.

68. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.

69. New York Powder Co., 55 Liberty street, New York.

70. National Electrical Supply Co., Washington, D. C.

71. New Jersey Wire Cloth Co., Trenton, N. J.

72. Nason Manufacturing Co., 71 Beekman street, New York.

73. New Jersey Asbestos Co., 52 Dey street, New York.

74. New York Belting and Packing Co., 91 Chambers street, New York.

75. National Carbon Co., Lock Drawer L, Cleveland, Ohio.

76. Norfolk Creosoting Co., Norfolk, Va.

77. Patterson, Gottfried & Hunter, 139 Center street, New York.

78. Peerless Rubber Manufacturing Co., 16 Warren street, New York.

79. Republic Rubber Co., 47 Warren street, New York.

80. Thomas R. Riley, Washington, D. C.

81. Royce & Ricketts, Washington, D. C.

82. Rowe Bros. Co., Richmond, Me.

83. Randolph-Clowes Co., Waterbury, Conn.

84. Rudolph & West Co., Washington, D. C.

85. Rome Brass and Copper Co., Rome, N. Y.

86. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.

87. W. & J. Sloan, Broadway and 19th street, New York.

88. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.

89. Sterling Electrical Manufacturing Co., Warren, Ohio.

90. Thomas W. Smith, Washington, D. C.

91. Sherman, Brown, Clements Co., 55 Dey street, New York.

92. Standard Underground Cable Co., Pittsburg, Pa.

93. Edward A. Temple, 100 William street, New York.

Schedule of proposals for naval supplies—Continued.

94. United Marine Supply Co., 97 Warren street, New York.

95. M. D. Valentine & Bro., Woodbridge, N. J.

96. Westinghouse Electric and Manufacturing Co., Continental Trust Building, Baltimore, Md.

97. Wm. Wirt Clarke & Son, Builders' Exchange, Baltimore, Md.

98. B. Wallis & Co., 210 E. Lexington street, Baltimore, Md.

99. Western Electric Co., 463 West street, New York.

100. Francis T. Witte Hardware Co., 106 Chambers street, New York.

101. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.

102. Wyckoff Pipe and Creosoting Co., Stamford, Conn.

103. John Wanamaker, Broadway and 10th street, New York.

104. L. W. Ferdinand & Co., 201 South street, Boston, Mass.

SCHEDULE No. 1.—Bureau of Yards and Docks.

Class 1. 600 lbs. dynamite—Bidder 40, \$149.88; 59, \$107.40; 60, *\$72; 69, \$73.80.

Class 2. Guantanamo—5,000 lbs. blasting powder No. 1, 15,000 ft. single-tape fuse, and 1,500 fulminate of mercury percussion caps—Bidder 11, \$844.05; 40, \$800.82; 59, \$849.75; 60, *\$433.13; 69, \$460.58.

SCHEDULE No. 2.—Secretary's Office.

Class 11. 60 rolls tar paper—Bidder 40, \$60; 50, \$67.20; 65, *\$66; 97, \$48.

Class 12. 50 yds. wire screening—Bidder 17, \$67.50; 19, \$45; 40, *\$20; 71, \$50.35; 97, \$40.85.

†Class 13. 25 doors and frames and 24 windows with frames—Bidder 32, \$811.

Class 14. 55,620 ft. yellow pine—Bidder 6, *\$1,608.60; 32, \$2,375.40.

SCHEDULE No. 4.—Bureau of Yards and Docks.

Class 21. Washington—8,000 Edison incandescent lamps—Bidder 12, \$1,320; 23, \$1,140; 38, \$1,320; 67, \$1,160; 61, \$1,160; 70, *\$840; 89, \$1,120; 94, \$1,120; 99, \$1,160; 101, \$1,320.

Class 22. Washington—8,000 inclosed arc-lamp carbons—Bidder 21, \$184; 67, \$248; 70, \$228; 75, \$220; 99, *\$196; 101, \$248.

Class 23. Washington—Inner globes, carbon holders, dash pots, plungers, coils, etc.—Bidder 70, *\$159.50; 94, \$309.40; 99, \$188.95; 101, \$196.46.

Class 24. Washington—26,000 ft. rubber-covered wire—Bidder 38, \$461.65; 70, *\$382; 92, \$497.35; 99, \$481.88; 101, \$457.13.

Class 25. Washington—10,000 ft. reenforced lamp cord, 1,000 yds. cotton-covered lamp cord, and 1,000 yds. silk-covered lamp cord—Bidder 38, \$362; 67, \$354; 70, \$350; 99, *\$321.80; 101, \$364.50.

Class 26. Washington—2,000 ft. galvanized flexible steel conduit and 50 couplings—Bidder 14, *\$105.10; 67, \$115; 70, \$122.75; 99, \$122.40; 101, \$123.

Class 27. Washington—Electrical supplies—Bidder 67, \$515.52; 70, \$523.83; 94, \$561.33; 99, *\$498.98; 101, \$556.17.

Class 28. Portsmouth—2,000 bbls. Portland cement—Bidder 46, *\$3,960; 98, \$4,000.

Class 29. Portsmouth—600 cu. yds. clean sharp sand—Bidder 82, *\$534.

Class 30. Washington—1 cu. yd. regular construction orange peel bucket—Bidder 5, \$608; 11, \$629.75; 45, \$650; 97, *\$595.

Class 31. Norfolk—245 yellow-pine piles—Bidder 43, \$6,915.25; 76, *\$3,923.25; 102, \$5,598.25.

Class 32. Norfolk—About 40,534 ft. yellow pine—Bidder 6, \$1,216.02; 18, \$1,094.41; 32, \$1,216.02; 43, *\$1,011.32.

Class 33. Norfolk—About 387,052 ft. yellow pine—Bidder 43, \$18,264.98; 76, *\$16,933.52.

Class 34. Washington—Solder, lead pipe, pliers, etc.—Bidder 26, *\$76.50; 51, \$82.66; 70, \$87.

* Accepted.

Class 35. Washington—A large quantity of pipe covering, asbestos—Bidder 8, \$648; 27, \$431.99; 51, *\$431.85; 53, \$486; 56, \$518.40; 70, \$477.50.

Class 36. Washington—60 lbs. Garlock spiral packing—Bidder 40, \$50.10; 42, \$79.38; 51, \$78.60; 55, \$54; 73, *\$45.

Class 37. Washington—100 gals. gasoline, soldering paste, sal ammoniac, etc.—Bidder 37, \$66.99; 50, \$83.95; 70, *\$64.

Class 38. League Island—3,424 ft. wrought-iron pipe with couplings, tees, plugs, flanges, bolts, etc.—Bidder 16, *\$1,471.96; 20, \$1,580; 51, \$1,569.96; 98, part of class, \$1,712.

SCHEDULE No. 5.—Bureau of Equipment.

Class 41. New York—7,350 incandescent lamps—Bidder 12, \$1,212.75; 38, \$1,212.75; 58, *\$1,010.63; 61, \$1,065.75; 67, \$1,065.75; 70, \$1,065.75; 89, \$1,029; 94, \$1,029; 99, \$1,212.75; 101, \$1,212.75.

Class 42. New York—A large quantity of rubber-covered standard copper cable—Bidder 38, \$3,304.50; 44, \$2,092.15; 67, *\$2,965.04; 92, \$3,139.15; 99, \$3,089.90.

Class 43. New York—Cut outs, plugs, receptacles, etc.—Bidder 38, \$94.02; 67, \$94.03; 70, \$93.98; 99, *\$91.27; 101, \$105.28.

Class 44. New York—Waterproof sockets and soft rubber rings—Bidder 38, \$1,825.77; 67, \$1,801.88; 70, \$1,575.65; 99, \$1,857; 101, *\$1,401.38.

SCHEDULE No. 6.—Bureau of Navigation.

Class 51. Annapolis—1 60-kilowatt oil transformer—Bidder 38, *\$335; 70, \$380; 94, \$355; 96, \$367; 99, \$323.50.

Class 52. Annapolis—A large quantity of weatherproof line wire and flexible feed wire—Bidder 26, \$4,841.25; 38, \$2,020.50; 70, \$1,953.50; 92, *\$1,869.90; 99, \$2,002.80.

Class 53. Annapolis—Cross arms okonite tape, friction tape, pins, etc.—Bidder 70, \$194.65; 99, \$185.93; 101, *\$185.30.

Class 54. Annapolis—Bolts and nuts, washers, etc.—Bidder 40, \$123.75; 49, \$103.50; 57, *\$80.45; 70, \$81.95; 86, \$100.20; 91, \$91.25; 98, \$106.50.

†Class 55. Annapolis—18 straight chestnut poles—Bidder 32, \$410; 70, \$213; 99, \$224.

Class 56. Newport—3 cold-storage boxes and 3 asbestolith floors—Bidder 28, \$1,662; 64, \$1,245; *\$1,140, part of class.

SCHEDULE No. 7.—Bureau of Ordnance.

Class 61. Washington—3,500 prs. double brass hinges, 3,300 prs. brass becket plates, and 3,500 prs. brass hasps and keepers—Bidder 57, \$1,376; 65, \$1,924; 84, *\$1,267.57; 86, \$3,110; 100, \$2,060.

Class 62. Washington—1,300 gross flat-head brass screws—Bidder 4, \$379; 26, \$377.91; 33, \$348; 40, \$383.74; 47, \$358.80; 57, \$382.40; 84, *\$328; 100, \$355.50.

Class 63. Washington—3,700 lbs. steel wire nails 300 lbs. steel wire brads, and 1,000 lbs. steel wire brads—Bidder 26, *\$111.02; 51, \$118.13; 84, \$112.65; 97, \$116.

Class 64. Washington—About 100,000 ft. No. 1 white pine, 96,100 ft. No. 1 yellow poplar, 18,000 ft. Virginia pine, 8,500 ft. white cedar, etc.—Bidder 32, \$13,532.70; 43, \$12,141.62; 52, \$493, part of class; 80, *\$12,077.55; 90, \$13,329.15.

Class 65. Washington—About 31,741 lbs. steel angles—Bidder 24, *\$650.69; 98, \$1,015.71.

Class 66. Washington—About 16,800 lbs. steel plates—Bidder 24, \$354.48; 40, \$344.40; 48, *\$315.84; 57, \$334.32; 93, \$334.32; 98, \$336.

Class 67. Washington—886 lbs. breech plug forgings and 918 lbs. mushroom forgings—Bidder 15, \$541.20; 22, \$587.10; 30, *\$505.12; 63, \$541.20.

Class 68. Washington—600 lbs. Irish glue—Bidder 2, *\$72; 11, \$102; 17, \$150; 37, \$86.

Class 69. Washington—About 2,000,000 lbs. mixt acid—Bidder 36, \$74,000; 41, *\$73,400.

Class 70. "Increase Navy, etc."—35 bronze torpedo air accumulators—Bidder 83, \$217,000.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 71. "Reserve Torpedo Appliance." Bronze torpedo air accumulators—Bidder 83, *\$41,400.

SCHEDULE No. 8.—Bureaus of Construction and Repair and Supplies and Accounts.

Class 81. New York—3 wattmeters and 1 portable tachometer—Bidder 29, \$390; 31, *\$268; 38, \$378 and \$400.50; 99, \$384.

Class 82. New York—A large quantity of rubber-covered cable—Bidder 3, *\$2,712.05; 38, \$3,012.50; 44, \$3,500; 67, \$3,092.50; 92, \$2,716; 99, \$2,829.

Class 83. New York—Wire guards, pocket receptacles, porcelain insulators, china cleats, etc.—Bidder 67, *\$212.05; 94, \$273.75; 99, \$248.75.

Class 84. New York—300 cupola blocks—Bidder 81, \$33; 95, *\$21.75; 97, \$36; 98, \$45.

Class 85. New York—400 sq. yds. of linoleum—Bidder 7, \$367.50; 40, \$378.35; 65, \$338; 87, \$337.50; 88, *\$337; 103, \$359.50.

Class 86. Boston—1,500 lbs. copper boat rivets and 200 lbs. copper burrs—Bidder 26, *\$375; 34, \$481; 49, \$390; 86, \$392.40; 91, \$390.

Class 87. New York—15 soldering pots, 100 doz. prs. hinges and 6 platform scales—Bidder 65, *\$127.60; 66, \$163.15; 86, \$135.

Class 88. Boston—2,000 lbs. copper rod—Bidder 1, \$360; 9, *\$350; 10, \$360; 13, \$364; 26, \$350; 49, \$352.50; 68, \$390; 85, \$355.

Class 89. Boston—1,500 lbs. Tobin bronze round rods—Bidder 1, *\$270; 49, \$285.

Class 90. New York—About 27,000 lbs. round rivet steel—Bidder 22, \$756; 24, *\$594; 25, \$945; 39, \$680.40; 93, \$874.80; 98, \$1,080.

Class 91. New York—150 lbs. strip solder—Bidder 17, \$41.50; 26, \$37.50; 68, *\$33.25; 86, \$49.

Class 92. New York—216 ft. suction hose—Bidder 35, \$598.16; 78, *\$453.60; 79, \$624.24; 97, \$753.84.

Class 93. New York—100 gals. linoleum glue—Bidder 65, \$246; 88, \$240; 100, *\$240; 103, \$265; 104, \$240.

Class 94. New York—25 gals. light colored baking insulating varnish and 3 gals. Franch white lacquer—Bidder 37, *\$74.85.

Class 95. New York—20 doz. compression bin cocks—Bidder 51, *\$145; 54, \$151.20; 72, \$212.

Class 96. New York—Sinks, basin plugs, and compression urinal faucets—Bidder 54, *\$812.35; 62, \$782.20; 72, \$1,194.50.

Class 97. New York—Crocus and Tripoli composition and garnet paper—Bidder 37, \$265.30; 49, \$256.86; 66, *\$250.30; 81, \$315.50.

Class 98. New York—5,000 yds. strawboard—Bidder 40, *\$86.75.

Class 99. New York—48 rubber band wheels—Bidder 35, \$356.40; 74, *\$230.88; 78, \$280; 100, \$300.

Class 100. Portsmouth—Stove bolts, emery cloth, wood screws, machine screws, tacks, water-gage glasses, etc.—Bidder 33, *\$162.46; 66, \$168.34; 77, \$167.36; 86, \$232.25; 100, \$213.94.

OPENED JULY 11, 1905.

Bidder 1. Art Metal Construction Co., Jamestown, N. J.

2. J. J. Adams & Co., 128 Greenpoint avenue, Brooklyn, N. Y.

3. M. W. Adams, Baltimore, Md.

4. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

5. American Tube Works, 95 Broad street, Boston, Mass.

6. S. R. Allman, Equitable Building, Baltimore, Md.

7. F. S. Banks & Co., 90 Wall street, New York.

8. Bridgeport Brass Co., 253 Broadway, New York.

9. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.

10. Blacker & Shepard Co., 350 Albany street, Boston, Mass.

11. S. L. Bartlett, 68 India street, Boston, Mass.

12. R. J. Beall Construction Co., Washington, D. C.

13. Boston Lumber Co., 27 Kilby street, Boston, Mass.

14. Borden's Condensed Milk Co., 108 Hudson street, New York.

15. Berger Manufacturing Co., Canton, Ohio.

16. Belknap Hardware and Manufacturing Co., Louisville, Ky.

17. James Clendenin, Thames and Caroline streets, Baltimore, Md.

18. W. E. Clark & Co., 120 Milk street, Boston, Mass.

19. Wm. Wirt Clarke & Son, Builders' Exchange, Baltimore, Md.

20. Carnegie Steel Co., Pittsburg, Pa.

21. C. J. Caughy, 128 Franklin street, New York.

22. Cavanagh Bros. & Co., 104 Reade street, New York.

23. R. P. Clarke Co., Washington, D. C.

24. Crucible Steel Co. of America, P. O. Box 75, Pittsburg, Pa.

25. Cleveland Automatic Machine Co., Cleveland, Ohio.

26. Carpenter Steel Co., Reading, Pa.

27. Joseph Dixon Crucible Co., 68 Reade street, New York.

28. Alfred Davis, 91 Wall street, New York.

29. Jacob Dold Packing Co., Buffalo, N. Y.

30. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

31. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

32. S. Fisher & Co., Hoboken, N. J.

33. Follansbee Bros. Co., Pittsburg, Pa.

34. Fitz, Dana & Co., 110 North street, Boston, Mass.

35. George C. Flint Co., 43 W. 23d street, New York.

36. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.

37. Edward F. Fonder Co., Land Title Building, Philadelphia, Pa.

38. Richards & Co., Inc., 200 Causeway street, Boston, Mass.

39. R. W. Geldart, 2 Stone street, New York.

40. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

41. George W. Gale Lumber Co., Cambridge, Mass.

42. Frank A. Hall, 120 Baxter street, New York.

43. F. W. Hannahs, 806 Broad street, Newark, N. J.

44. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

45. R. C. Hoffman & Co., Drawer O, Baltimore, Md.

46. A. L. Hirsh, 368 Greenwich street, New York.

47. Hartman Co., 1231 North Front street, Philadelphia, Pa.

48. J. W. Hunnewell & Co., Inc., 148 Commercial street, Boston, Mass.

49. Jenkins Bros., 35 High street, Boston, Mass.

50. Jenkins Manufacturing Co., 13 Park row, New York.

51. E. B. James Lumber Co., 16 Central street, Boston, Mass.

52. James & Abbot Co., 65 Milk street, Boston, Mass.

53. H. W. Johns-Manville Co., 100 William street, New York.

54. J. B. Kendall, Washington, D. C.

55. J. H. Leonard & Co., 15 Park row, New York.

56. John Lucas & Co., 322 Race street, Philadelphia, Pa.

57. T. Livingston, jr., 56 Hudson street, New York.

58. Loft & Co., 54 Barclay street, New York.

59. Library Bureau, 316 Broadway, New York.

60. Manhattan Supply Co., Greenwich and Jay streets, New York.

61. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.

62. Manning, Maxwell & Moore, 85 Liberty street, New York.

* Accepted.

Schedule of proposals for naval supplies—Continued.

63. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
 64. Meurer Bros. Co., 575 Flushing avenue, Brooklyn, N. Y.
 65. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
 66. R. H. Macy & Co., 34th and Broadway, New York.
 67. Theo. D. McRobert, 199 Washington street, New York.
 68. Montgomery & Co., 105 Fulton street, New York.
 69. Michigan Condensed Milk Co., 44 Hudson street, New York.
 70. A. Moses Sons Co., 73 Wooster street, New York.
 71. Monongahela Iron and Steel Co., Pittsburg, Pa.
 72. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
 73. New Jersey Foundry and Machine Co., 9 Murray street, New York.
 74. Old Dominion Paper Co., Norfolk, Va.
 75. Alfred Prigge, 143 Chambers street, New York.
 76. Patterson, Gottfried & Hunter, 150 Center street, New York.
 77. Penn Bridge Co., Beaver Falls, Pa.
 78. A. L. Powell, 154 Chambers street, New York.
 79. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.
 80. Randolph-Clowes Co., Waterbury, Conn.
 81. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
 82. H. Rosenthal & Bro., 418 W. Broadway, New York.
 83. Henry Raphael, 109 Duane street, New York.
 84. Rockwood & Co., 88 Washington avenue, Brooklyn, N. Y.
 85. Charles P. Rogers & Co., 145 Fifth avenue, New York.
 86. Rome Brass and Copper Co., Rome, N. Y.
 87. Schwarzschild & Sulzberger Co., 45th street and First avenue, New York.
 88. Smith & Dove Manufacturing Co., Andover, Mass.
 89. Southard & Co., 11 Broadway, New York.
 90. Sherman-Brown-Clements Co., 55 Dey street, New York.
 91. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
 92. Snare & Triest Co., 143 Liberty street, New York.
 93. Henry B. Steele, 179 S. Water street, Chicago, Ill.
 94. Swift & Co., Union Stock Yards, Chicago, Ill.
 95. Swift & Co., 32 Tenth avenue, New York.
 96. Lewis F. Sandkaut, 32 St. Felix street, Brooklyn, N. Y.
 97. J. H. Stitzer, Jr., 3744 North Carlisle street, Philadelphia, Pa.
 98. Edward A. Temple, 100 William street, New York.
 99. David A. Tower, 306 Broadway, New York.
 100. Walter B. Timms, 61 Hudson street, New York.
 101. Taunton-New Bedford Copper Co., New Bedford, Mass.
 102. United States Graphite Co., Saginaw, Mich.
 103. Universal Supply Co., 200 Broadway, New York.
 104. B. Wallis & Co., 210 E. Lexington street, Baltimore, Md.
 105. John Wanamaker, Broadway and 10th street, New York.
 106. F. W. Webb Manufacturing Co., 50 Elm street, Boston, Mass.
 107. Waite, Ranlent & Co., 80 Broadway, New York.
 108. Williams Manufacturing Co., Northampton, Mass.
 109. Newburgh Cornice Works, Newburgh, N. Y.

* Accepted.

SCHEDULE 13.—Bureau of Yards and Docks.

Class 1. Washington—For furnishing and working into place all necessary structural steel and iron work and the concrete steel floor in the electric power plant building extension—Bidder 12, item 3, *\$735. Bidder 72, for item 1, \$2,620; item 2, \$1,975. Bidder 77, item 1, \$2,390; item 2, \$1,689. Bidder 92, item 1, \$2,574; item 2, *\$1,624; item 3, \$950; item 1 covered by 2 and 3.

SCHEDULE 14.—Bureau of Ordnance.

Class 11. New York—60 squares rosin roofing paper—Bidder 19, \$12; 103, *\$12.60; 104, \$15.

†Class 12. New York—100 lbs. hair, 25 barrels quicklime, and 5 barrels finishing lime—No bids.

Class 13. New York—50 lbs. roofing nails, 20 lbs. brads, 200 lbs. nails, 250 lbs. solder, 2,000 cleats for tin roofing, roofing tongs, hatchet stakes, etc.—Bidder 47, *\$117.35; 81, \$148.71.

Class 14. New York—90 bundles of lath, about 1,559 feet No. 1 spruce, 480 feet Gulf cypress, and a large quantity of No. 1 cypress trim—Bidder 31, *\$196.23.

Class 15. New York—60 squares roofing tin—Bidder 19, \$300; 33, *\$285; 64, \$289.50; 104, \$360.

†Class 16. Washington—2 Cleveland automatic turret machines complete—Bidder 25, \$1,837.50 and \$2,517.15.

Class 17. League Island—For repairing wharf at the naval magazine, Fort Mifflin, Pa.—Bidder 37, *\$3,900; 97, \$4,250.

SCHEDULE 15.—Bureau of Construction and Repair.

Class 21. New York—About 300,000 ft. East India teak—Bidder 30, \$48,000, \$46,950, and \$46,800; 89, *\$50,700.

Class 22. New York—About 221,000 lbs. round rivet steel—Bidder 18, *\$3,692.80; 20, \$4,596.80; 24, \$5,525; 26, \$6,298.50; 45, \$4,208.29; 98, \$5,414.14.

Class 23. New York—About 52,000 lbs. flat steel bars—Bidder 18, *\$858; 20, \$1,076.40; 24, \$1,560; 63, \$1,820; 98, \$1,253.20.

SCHEDULE 16.—Bureaus of Navigation, Medicine and Surgery, and Supplies and Accounts.

Class 31. Boston—60 wisp brooms and 900 corn brooms—Bidder 6, *\$192.50; 9, \$222.60; 22, \$209.25; 39, \$212.25; 60, \$297.

Class 32. Boston—A quantity of miscellaneous brushes—Bidder 2, *\$90.48; 36, \$122.40; 66, informal, part of class; 82, \$96.12.

Class 33. Boston—200 lbs. flax twine—Bidder 19, \$143; 23, \$76; 66, *\$50; 88, \$64.

Class 34. Boston—About 3,000 lbs. machine bolts and about 700 lbs. iron nuts—Bidder 36, \$255; 39, \$269.45; 54, *\$237; 90, \$236.80.

Class 35. Boston—Brass and steel stove bolts, copper burs, rivets, etc. Bidder 36, *\$68.77; 60, \$75.87; 76, \$76.72; 81, \$107.82; 90, *\$83.14; 107, \$47.50, part.

Class 36. Boston—A large quantity of brass and iron wood screws and a quantity of brass machine screws—Bidder 9, \$490.16; 16, \$320; 34, \$405.36; 36, *\$319.10; 39, \$361.13; 68, \$352.60; 76, \$323.91; 98, \$333.

Class 37. Boston—120 brass padlocks—Bidder 7, \$64.77; 9, \$64.80; 19, \$66; 36, \$64.80; 39, \$62.40; 60, \$64.80; 62, \$66; 66, \$104.40; 68, *\$61.20; 76, \$64.80; 81, \$64.80.

Class 38. Boston—50 dozen galvanized iron buckets—Bidder 9, \$200; 19, \$375; 22, *\$257; 36, \$325; 39, \$338.50; 60, \$260; 62, \$305; 76, \$260; 81, \$266; 98, \$258.50; 103, \$292.50; 104, \$300.

Class 39. Boston—12 machinist's sets, a quantity of hand taps and a quantity of pipe taps—Bidder 7, *\$130.92; 9, \$151.54; 36, \$131.52; 60, \$145.16; 62, \$138.54; 68, \$134.16; 76, \$151.80.

Class 40. Boston—A quantity of miscellaneous files—Bidder 9, \$285.60; 16, \$315.51; 36, \$367.42; 68, *\$281.52.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 41. Boston—180 long handle shovels and 240 scoop shovels—Bidder 9, \$198.60; 19, \$276; 36, *\$183.60; 90, \$249.

Class 42. Boston—5,100 hack-saw blades—Bidder 9, \$143.75; 36, \$120.15; 55, \$125.70; 60, \$144; 62, *\$119.40; 76, \$136.50; 90, \$166.20.

Class 43. Boston—A large quantity of miscellaneous hardware—Bidder 9, \$1,153.76; 36, *\$1,068.30; 60, \$1,267.57; 66, informal; 68, \$1,216.90; 76, \$1,165.80.

Class 44. Boston—130,000 ft. white pine—Bidder 4, *\$8,530; 10, \$8,703.90; 13, \$8,870; 30, \$9,175; 31, \$9,410; 40, \$10,111; 41, \$9,620; 51, \$8,640; 52, \$10,280.

Class 45. Boston—About 35,000 ft. No. 1 yellow pine—Bidder 4, *\$1,330; 23, \$1,575; 51, \$1,570.45; 52, \$2,100.

Class 46. Boston—300 lbs. soft brass and 400 lbs. sheathing copper—Bidder 8, \$136.25; 17, \$136.25; 34, \$136.25; 36, \$139.60; 44, \$136.25; 86, \$137.25; 101, *\$136.25; 107, \$76, part.

Class 47. Boston—50,000 lbs. ingot copper—Bidder 17, \$7,640; 34, \$7,595; 38, \$7,750; 72, \$7,575; 107, *\$7,425.

Class 48. Boston—About 18,600 lbs. bar iron—Bidder 71, *\$677.04; 104, \$697.50.

Class 49. Boston—200 lbs. plumbers' solder—Bidder 17, \$32.50; 34, \$33; 38, \$34; 65, \$34; 72, \$32; 107, *\$31.

Class 50. Boston—About 4,700 lbs. machine steel bar—Bidder 24, *\$141; 63, \$258.50; 98, \$146.17.

Class 51. Boston—10,000 lbs. galvanized sheet steel—Bidder 7, \$305; 34, \$345; 38, \$315; 45, \$304; 54, *\$209; 60, \$314; 65, \$329; 79, \$340; 104, \$320; 107, \$330.

Class 52. Boston—500 lbs. asbestos millboard and 100 lbs. flax packing—Bidder 19, \$3.50; 47, \$53.33; 53, *\$51.33; 62, \$54.85; 103, \$53.37.

Class 53. Boston—250 lbs. vermillion paint and 500 lbs. plaster of Paris—Bidder 56, *\$55.

† Class 54. Boston—10,000 lbs. orange gum shellac—No bids.

Class 55. Boston—250 lbs. lubricating graphite—Bidder 19, \$42.50; 27, *\$27.50; 46, \$37.40; 48, \$37.38; 56, \$36.25; 60, \$40; 62, \$41.25; 102, \$42.50.

Class 56. Boston—A quantity of seamless brass and copper pipe—Bidder 5, \$1,686.25; 8, \$1,748.65; 17, \$1,717.85; 80, \$1,733.25; 86, *\$1,669.39.

Class 57. Boston—10,000 ft. wrought-iron pipe—Bidder 47, *\$400; 104, \$400.

Class 58. Boston—156 brass gate valves—Bidder 47, \$285.00; 49, *\$151.20; 50, \$718.80.

Class 59. Boston—Bushings, caps, couplings, elbows, unions, plugs, cocks, nipples, etc.—Bidder 50, *\$468.84; 60, \$466.32; 106, \$465.33.

Class 60. Boston—A quantity of galvanized cast-iron elbows—Bidder 47, *\$25.64; 60, \$30; 106, \$31.80.

Class 61. Boston—120 reams of typewriter paper—Bidder 74, \$123; 99, \$118.60; 103, *\$116.40.

Class 62. Boston—8 reams of manila wrapping paper—Bidder 23, *\$46.55; 74, \$49.65; 103, \$55.35.

Class 63. Boston—Desk baskets, blank books, letterpress copy books, stenographers' notebooks nickel clips, etc.—Bidder 23, \$49.33; 66, informal; 74, *\$758.49; 90, \$880.87.

Class 64. Boston—50 dozen coal baskets—Bidder 19, \$345; 22, \$316.50; 36, \$350; 39, \$321.50; 60, \$335; 62, \$345; 90, \$333; 108, *\$300.

Class 65. Boston—150 lbs. sponges—Bidder 70, *\$112.50; 81, \$291; 91, \$447.

Class 66. New York—About 12,000 mattresses—Bidder 35, \$42,000; 42, *\$31,320; 66, \$38,760; 85, \$32,520; 105, \$31,800.

Class 67. New York—About 400,000 lbs. green coffee—Bidder 21, \$36,480; 43, *\$35,592; 100, \$36,940.

Class 68. New York—About 150,000 lbs. tinned bacon—Bidder 29, \$25,230; 61, \$28,200; 83, \$28,350; 93, *\$25,200; 94, \$28,275.

Class 69. New York—About 100,000 lbs. tinned lard—Bidder 29, \$8,930; 61, \$9,240; 83, *\$9,450; 87, \$9,530; 95, \$10,930.

Class 70. New York—About 150,000 lbs. condensed milk—Bidder 14, \$12,000; 60, *\$11,250.

Class 71. New York—About 500,000 lbs. sugar—Bidder 21, \$27,650; 28, \$26,500; 43, *\$26,400; 57, \$27,485; 100, \$26,450.

Class 72. New York—About 30,000 lbs. cocoa—Bidder 11, \$13,800; 32, \$4,792; 43, \$5,064; 57, \$5,841; 58, \$9,412.50; 60, *\$5,007; 67, \$5,157; 75, \$5,550; 78, \$5,100; 84, \$6,132; 96, \$5,082; 100, \$5,850.

Class 73. Brooklyn—For the construction of fireproof shelving, bins, racks, and tables—Bidder 1, \$9,500; 13, \$10,685; 59, *\$8,203.

Class 74. Annapolis—20,000 bushels oyster shells—Bidder 3, *\$1,000.

OPENED JULY 18, 1905.

Bidder 1. American Tube Works, 95 Broad street, Boston, Mass.

2. American Steel and Wire Co., 24 State street, New York.

3. Armour & Co., 205 La Salle street, Chicago, Ill.

4. American Glue Co., 121 Beverly street, Boston, Mass.

5. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

6. American Supply Co., Mobile, Ala.

7. Baker & Hamilton, 2 Pine street, San Francisco, Cal.

8. J. H. Burton & Co., 18 Broadway, New York.

9. Bertha Mineral Co., 71 Broadway, New York.

10. Berry Bros., 262 Pearl street, New York.

11. Broderick & Bascom Rope Co., 805 North Main street, St. Louis, Mo.

12. Boesch Lamp Co., 585 Mission street, San Francisco, Cal.

13. Boston Lumber Co., 27 Kilby street, Boston, Mass.

14. A. S. Bacon & Sons, Savannah, Ga.

15. Buckeye Iron and Brass Works, Dayton, Ohio.

16. A. Badwin & Co., Ltd., Camp and Common streets, New Orleans, La.

17. A. Booth & Co., Tribune Building, Chicago Ill.

18. Belknap Hardware and Supply Co., Louisville, Ky.

19. R. P. Clarke Co., Washington, D. C.

20. Carter & Clarke, Washington, D. C.

21. Cunningham, Curtis & Welsh, 319 Sansome street, San Francisco, Cal.

22. Carpenter Steel Co., Reading, Pa.

23. Crucible Steel Co. of America, Pittsburg, Pa.

24. James B. Clow & Sons, 342 Franklin street, Chicago, Ill.

25. C. J. Caughey, 128 Franklin street, New York.

26. Continental Car and Equipment Co., 17 Battery place, New York.

27. A. S. Carman, Vallejo Junction, Cal.

28. Crouse-Tremaine Carbon Co., Fostoria, Ohio.

29. H. S. Crocker Co., 217 Bush street, San Francisco, Cal.

30. California Electrical Works, 547 Mission street, San Francisco, Cal.

31. Carnegie Brick and Pottery Co., 328 Montgomery street, San Francisco, Cal.

32. Colonial Steel Co., Keystone Building, Pittsburg, Pa.

33. Carbon Steel Co., 32d and Smallman streets, Pittsburg, Pa.

34. P. J. Cannon, Columbus, Ohio.

35. Carnegie Steel Co., Pittsburg, Pa.

36. De Graw, Aymar & Co., 34 South street, New York.

37. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

38. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.

39. M. T. Davidson, 43 Keap street, Brooklyn, N. Y.

40. Drew Machinery Agency, Manchester, N. H.

41. Arthur L. De Groff, Beach and Washington streets, New York.

42. Eastern and Western Lumber Co., Portland, Oreg.

43. Eppinger & Russell Co., 66 Broad street New York.

* Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

44. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
45. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
46. W. D. Forbes Co., Hoboken, N. J.
47. Joseph Frederickson & Co., 34 Ellis street, San Francisco, Cal.
48. W. P. Fuller & Co., 21 Front street, San Francisco, Cal.
49. Wm. D. Gill & Sons, 701 President street, Baltimore, Md.
50. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
51. John Greig, 281 W. 11th street, New York.
52. Richard W. Geldart, 2 Stone street, New York.
53. Arthur Gamwell, Seattle, Wash.
54. H. C. Gable, Lebanon, Pa.
55. Richard H. Grey, 123 California street, San Francisco, Cal.
56. General Electric Co., Schenectady, N. Y.
57. W. T. Garratt & Co., 138 Fremont street, San Francisco, Cal.
58. Gladding, McBean & Co., Rialto Building, San Francisco, Cal.
59. Getz Bros. & Co., Inc., 121 Davis street, San Francisco, Cal.
60. Hooper & Jennings, 213 Front street, San Francisco, Cal.
61. Handlan-Buck Manufacturing Co., St. Louis, Mo.
62. C. G. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.
63. Heywood Bros. & Wakefield Co., 659 Mission street, San Francisco, Cal.
64. R. C. Hoffman & Co., Baltimore, Md.
65. F. W. Hannahs, 806 Broad street, Newark, N. J.
66. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
67. Hazard Manufacturing Co., 50 Dey street, New York.
68. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
69. C. W. Hunt Co., West New Brighton, S. I., N. Y.
70. Hammond Lumber Co., Merchant Exchange Building, San Francisco, Cal.
71. G. D. Holmes, Washington, D. C.
72. H. A. Harroll & Co., Washington, D. C.
73. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
74. E. L. Hueter, 816 Mission street, San Francisco, Cal.
75. A. L. Hirsh, 368 Greenwich street, New York.
76. Hallidie Machinery Co., Seattle, Wash.
77. Charles R. Johnson, Norfolk, Va.
78. Jenkins Manufacturing Co., 13 Park Row, New York.
79. J. K. Joice, 164 Dearborn street, Chicago, Ill.
80. George R. Johnson, Light and Lee streets, Baltimore, Md.
81. L. H. Jones, P. O. box 606, Detroit, Mich.
82. Wm. G. Johnson, Seattle, Wash.
83. Thomas Kells Sons Co., 240 India street, Brooklyn, N. Y.
84. Arthur Koppel, 66 Broad street, New York.
85. J. B. Kendall, Washington, D. C.
86. Keystone Manufacturing Co., Buffalo, N. Y.
87. J. H. Leonard & Co., 15 Park Row, New York.
88. C. Livingston, 1 Broadway, New York.
89. Frank Libbey & Co., Washington, D. C.
90. Theo. Livingston, Jr., 56 Hudson street, New York.
91. John Lucas & Co., 322 Race street, Philadelphia, Pa.
92. Lamb & Tilden, Washington, D. C.
93. Wm. A. Mills, Washington, D. C.
94. W. B. Moses & Sons, Washington, D. C.
95. McCay Engineering Co., Baltimore, Md.
96. Montgomery & Co., 105 Fulton street, New York.
97. Merchant & Evans Co., Philadelphia, Pa.
98. Manhattan Supply Co., Greenwich and Jay streets, New York.
99. Manning, Maxwell & Moore, 85 Liberty street, New York.
100. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
101. Motley, Green & Co., 66 Broad street, New York.
102. C. C. Mengel & Bro. Co., Louisville, Ky.
103. Morse Bros., Bath, Me.
104. Zophar Mills, 144 Front street, New York.
105. Charles H. Matilage, 335 Greenwich street, New York.
106. Martin & Bro., Washington, D. C.
107. Morse Supply Co., 949 Broadway, New York.
108. McCloud River Lumber Co., 5th and Brannan streets, San Francisco, Cal.
109. Macomber & Whyte Rope Co., 21 S. Canal street, Chicago, Ill.
110. Morgan's Louisiana and Texas Railroad and Steamship Co., New Orleans, La.
111. Northern Electric Manufacturing Co., Madison, Wis.
112. Norfolk Creosoting Co., Norfolk, Va.
113. New York Belting and Packing Co., 91 Chambers street, New York.
114. New Jersey Foundry & Machine Co., 9 Murray street, New York.
115. Mason Manufacturing Co., 71 Beekman street, New York.
116. Charles Nelson Co., 6 California street, San Francisco, Cal.
117. National Electrical Supply Co., Washington, D. C.
118. New York Shellac Co., 229 Pearl street, New York.
119. National Carbon Co., lock drawer I, Cleveland, Ohio.
120. Old Dominion Paper Co., Norfolk, Va.
121. J. Edward Ogden Co., 147 Cedar street, New York.
122. Patterson, Gottfried & Hunter Co., 150 Centre street, New York.
123. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
124. Pacific Hardware and Steel Co., Fremont and Mission streets, San Francisco, Cal.
125. Pettingill Andrews Co., 100 Pearl street, Boston, Mass.
126. Pittsburg Plate Glass Co., 221 W. Pratt street, Baltimore, Md.
127. Penn Steel Casting and Machine Co., Chester, Pa.
128. Pioneer Soap Co., 220 California street, San Francisco, Cal.
129. Palmer, Parker & Co., Charlestown, Mass.
130. Pacific Lumber Co., 306 Rialto Building, San Francisco, Cal.
131. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
132. H. A. Rogers Co., 19 John street, New York.
133. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
134. Randolph-Clowes Co., Waterbury, Conn.
135. J. A. Rennolds & Bro., 116 Broad street, New York.
136. John A. Roeblings Sons Co., 117 Liberty street, New York.
137. Rome Brass and Copper Co., Rome, N. Y.
138. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
139. A. J. Rankin & Co., 15 Pine street, San Francisco, Cal.
140. L. E. Smoot, Washington, D. C.
141. W. O. Sealey, Barnesville, Ohio.
142. Thomas Somerville & Sons, Washington, D. C.
143. Henry Sondheimer, 1224 S. Robey street, Chicago, Ill.
144. Scully Steel and Iron Co., Chicago, Ill.
145. James A. Snook & Co., 249 Davis street, San Francisco, Cal.
146. B. F. Sturtevant Co., Hyde Park, Mass.
147. D. Samuels Lace House Co., Sutter street and Grant avenue, San Francisco, Cal.
148. William Sellers & Co., Inc., 1600 Hamilton street, Philadelphia, Pa.
149. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.

Schedule of proposals for naval supplies—Continued.

150. Stokes Bros. Co., 30th street, below Chestnut, Philadelphia, Pa.
 151. B. F. Sturtevant Co., 135 N. 3d street, Philadelphia, Pa.
 152. Sprague Electric Co., 527 W. 34th street, New York.
 153. Sherman, Brown Clements Co., 55 Dey street, New York.
 154. Southard & Co., 11 Broadway New York.
 155. Charles G. Smith & Son, Washington, D. C.
 156. Standard Underground Co., Pittsburg, Pa.
 157. L. S. Starett Co., Athol, Mass., informal; no guarantee.
 158. St. Paul and Tacoma Lumber Co., Tacoma, Wash.
 159. Sterling Electrical Manufacturing Co., Warren, Ohio.
 160. Seattle Timber Supply Co., Seattle, Wash.
 161. Schwabacker Hardware Co., Seattle, Wash.
 162. Sidney Thursby, 73 Hudson street, New York.
 163. George H. Tay Co., 51 1st street, San Francisco, Cal.
 164. Tacoma Mill Co., Tacoma, Wash.
 165. Edward A. Temple, 100 William street, New York.
 166. George C. Thomas, 26 Cortlandt street, New York.
 167. Thresher Electric Co., Dayton, Ohio.
 168. Walter B. Timms, 61 Hudson street, New York.
 169. Taunton-New Bedford Copper Co., New Bedford, Mass.
 170. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
 171. Universal Supply Co., 290 Broadway, New York.
 172. United Marine Supply Co., 97 Warren street, New York.
 173. United Metals Selling Co., 42 Broadway, New York.
 174. United States Steel Products Export Co., 21 State street, New York.
 175. United States Steel Piling Co., 135 Adams street, Chicago, Ill.
 176. Union Lumber Co., 6th and Channel streets, San Francisco, Cal.
 177. Vermilye & Power, 17 Battery place, New York.
 178. Waterbury Brass Co., Waterbury, Conn.
 179. Ernst Wiener Co., 68 Broad street, New York.
 180. B. Wallis & Co., 210 E. Lexington street, Baltimore, Md.
 181. Henry J. Winde, 102 Beverly street, Boston, Mass.
 182. M. G. West & Co., 218 California street, San Francisco, Cal.
 183. Western Meat Co., 6th and Townsend streets, San Francisco, Cal.
 184. Western Electric Co., 463 West street, New York.
 185. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 186. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 187. White Bros., Howard and Spear streets, San Francisco, Cal.
 188. Woodward, Wight & Co., New Orleans, La.
 189. Charles M. Yates, 40 Stewart street, San Francisco, Cal.
 190. Albion Lumber Co., Crocker Building, San Francisco, Cal.
 191. American Steel Foundries, 42 Broadway, New York.
 192. Bethlehem Steel Co., South Bethlehem, Pa.
 193. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.
 194. Burke Electric Co., Erie, Pa.
 195. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.
 196. F. S. Banks & Co., 90 Wall street, New York.
 197. John H. Broughton, Portsmouth, N. H.
 198. Crocker-Wheeler Co., Amper, N. J.

199. W. E. Clark & Co., 120 Milk street, Boston, Mass.
 200. William Wirt Clarke & Son, Builders' Exchange, Baltimore, Md.
 201. James Clendenin, P. O. box 1002, Baltimore, Md.
 202. J. Edward Clark, Washington, D. C.
 203. Caldwell Bros. Co., Seattle, Wash.

SCHEDULE No. 9.—Bureau of Yards and Docks.

Class 1. Mare Island—Track bolts, steel wire spikes, etc.—Bidder 7, *\$213; 38, \$217.90; 55, \$281.50; 124, \$220.50.

Class 2. Mare Island—About 251,000 ft. Oregon pine—Bidder 27, \$3,152; 42, *\$2,712.50; 53, \$3,230.80; 116, \$3,030.75; 158, \$3,250.50; 160, \$2,895.90; 164, \$3,349.

Class 3. Mare Island—About 80,000 ft. No. 1 rough redwood—Bidder 27, \$1512; 49, \$2,600; 108, \$2,040; 116, \$1,760; 130, \$1,920; 160, \$1,176; 176, \$1,760; 190, *\$1,440.

Class 4. Mare Island—600 sawed redwood ties—Bidder 27, \$347.40; 49, \$552; 108, \$372; 116, \$330; 130, \$336; 176, \$366; 190, *\$268.80.

Class 5. Mare Island—41,100 lin. ft. round piles—Bidder 27, \$6,576; 49, \$11,302.50; 53, \$5,301.90; 70, *\$5,240.25; 108, \$5,343; 160, \$6,089.25.

Class 6. Mare Island—9,000 lbs. wrought iron—Bidder 7, \$196.20; 38, *\$195.75; 55, \$196.20; 124, \$197.01.

Class 7. Mare Island—1,700 lbs. standard angle splice bars and 30,000 lbs. T rails—Bidder 52, \$857.26; 55, \$760.48; 124, \$692.76; 196, *\$458.90.

Class 8. Mare Island—Soil pipe, tees, Y branches, quarter bends, ferrules, and double hubs—Bidder 78, \$150.16; 163, *\$122.82.

Class 9. Mare Island—5 iron lipped urinals and 6 enameled water closets—Bidder 24, *\$287.05; 78, \$340.45; 163, \$292.50.

Class 10. Mare Island—30,000 ft. rubber-covered copper wire and 35,000 ft. No. 2 gage wire—Bidder 2, \$4,846; 53, *\$3,684; 56, \$5,870; 67, \$6,667; 156, \$5,450; 172, \$6,988.80.

SCHEDULE No. 10.—Bureau of Construction and Repair.

Class 11. Mare Island—About 3,144 lbs. hexagon nuts—Bidder 52, \$358.42; 55, \$328.55; 61, \$273.52; 85, \$251.52; 99, *\$248.38; 124, \$282.96; 153, \$295.52.

Class 12. Mare Island—1,000 lbs. copper cut nails—Bidder 38, \$205.50; 55, \$240; 124, \$206.50; 137, \$188.60; 153, \$215; 169, \$199.30; 201, *\$188.

Class 13. Puget Sound—A quantity of Morse twist drills—Bidder 38, \$188.37; 53, \$290.44; 61, \$238.55; 76, \$251.88; 82, \$199.18; 87, \$186.17; 122, \$181.68; 124, \$257.09; 131, \$232.87; 144, *\$158.73; 153, \$200.98; 170, \$227.47.

Class 14. Puget Sound—4 hydraulic jacks—Bidder 38, \$353.56; 53, \$400; 55, \$430; 61, \$338; 76, \$405.60; 82, \$370.20; 85, \$302; 99, \$306.50; 124, \$345.40; 131, *\$292; 132, \$244.70; 153, \$342; 161, \$403.20; 170, \$327; 182, \$460; 196, \$321; 200, \$300.80; 203, \$375.

Class 15. Puget Sound—36 carborundum wheels—Bidder 52, \$191.40; 53, \$294; 55, \$215.52; 61, \$189.84; 76, \$271.38; 98, \$270; 99, \$190.92; 131, \$270.60; 153, *\$180.60; 200, \$164.16.

Class 16. Puget Sound—Hack saw blades and metal slitting saws—Bidder 53, \$34.30; 61, \$29.12; 76, \$28.88; 87, *\$26.94; 98, \$56.30; 122, \$27.94; 131, \$27.74.

Class 17. Puget Sound—Rat traps, calipers, micrometers, taps and dies, steel figures, etc.—Bidder 38, \$525.51; 53, \$617.95; 61, \$635.04; 76, \$772.50; 92, informal; 98, \$598.93; 122, *\$464.18; 131, \$571.76.

Class 18. Mare Island—About 2,000 lbs. sheet copper—Bidder 23, \$399.75; 55, \$409.80; 62, \$408; 73, \$399.75; 81, \$399.75; 97, \$399.75; 124, \$399.75; 137, *\$399.75; 160, \$399.75.

Class 19. Puget Sound—520 lbs. Novo annealed steel—Bidder 22, *\$312; 23, \$390; 52, \$357.76; 55, \$358.80; 61, \$426.40; 76, \$390; 82, \$339.73; 131, \$468; 203, \$468.

Class 20. Puget Sound—About 1,585 lbs. tool steel, etc.—Bidder 22, \$1,739.90; 23, \$1,888.54 and

* Accepted.

Schedule of proposals for naval supplies—Continued.

\$1,171.72; 32, \$1,178.48; 55, \$1,400.16; 76, \$2,481.30; 82, *\$1,446.30; 124, \$1,968.39; 131, \$1,589.85.

Class 21. Puget Sound—About 660 lbs. crucible spring steel—Bidder 22, \$46.20; 23, \$79.20; 38, *\$44.22; 52, \$51.15; 55, \$155.10; 76, \$66; 82, \$77.55; 124, \$59.40; 131, \$56.10; 165, \$132.

Class 22. Mare Island—2 4-horse-power semi-enclosed motors—Bidder 30, *\$270; 56, \$328; 111, \$320; 152, \$330; 194, \$299; 198, \$312.

Class 23. Mare Island—A large number of chairs for shipboard—Bidder 47, *\$6,557.50; 63, \$6,936.75; 94, \$6,418.67.

SCHEDULE No. 11.—Bureau of Supplies and Accounts.

Class 31. Mare Island—5,000 fire brick—Bidder 27, \$215; 31, *\$150; 58, \$217.50; 200, \$371.25.

Class 32. Mare Island—15 bbls. brick clay—Bidder 27, \$48.75; 31, *\$33.75; 58, \$45; 193, \$135; 200, \$142.50.

Class 33. Mare Island—1,500 yds. linen—Bidder 19, \$486; 98, \$499.80; 147, *\$435.

Class 34. Mare Island—1,000 yds. Irish linen—Bidder 19, *\$399; 98, \$399.70.

Class 35. Mare Island—2,000 yds. mattress binding—Bidder 19, *\$54; 98, \$54.

Class 36. Mare Island—50 lbs. copper rivets and 500 lbs. copper nails—Bidder 38, \$115.55; 55, \$137.50; 61, \$128.50; 68, \$112.75; 124, \$121.50; 133, \$125.25; 137, *\$103.42; 153, \$119; 201, \$105.90.

Class 37. Mare Island—2,000 lbs. iron nuts—Bidder 7, \$178; 52, \$176; 55, \$168; 61, \$153; 85, *\$140; 99, \$158; 124, \$180; 153, \$133.

Class 38. Mare Island—6,000 lbs. steel wire nails—Bidder 7, *\$147; 38, \$152.40; 55, \$158.40; 124, \$161.28; 153, \$190.50; 201, \$180.

Class 39. Mare Island—Lag screws, globes, chisels, pipe cutters, claw hammers, mallets, etc.—Bidder 7, \$932.24; 38, \$850.66; 98, \$1,135.04; 122, *\$823.89; 124, \$1,274.35.

Class 40. Mare Island—Flat head and round head, brass, wood and machine screws—Bidder 7, \$607.55; 18, *\$385.85; 38, \$423.69; 61, \$455.44; 99, \$229.92; 124, \$459.52; 165, \$475.40.

Class 41. Mare Island—65 gross hack saws—Bidder 7, \$285; 38, \$249.60; 55, \$347.50; 61, \$357; 87, \$304; 98, \$309.10; 122, \$270; 124, \$327.75; 153, \$364.30; 99, *\$222.10.

Class 42. Mare Island—A large quantity of miscellaneous files—Bidder 7, \$293.45; 38, \$308.50; 61, \$316.15; 124, *\$282.68.

Class 43. Mare Island—17 doz. drills—Bidder 7, \$27.67; 38, \$23.56; 55, \$41.60; 61, \$19.80; 87, \$22.32; 122, \$24.05; 124, \$21.59; 153, \$25.84; 170, \$27.88; 184, \$6.

Class 44. Mare Island—36 ratchet drills—Bidder 38, \$101.70; part of class; 85, \$250.20; 86, *\$193.86; 99, \$245.16; 153, \$237.60.

Class 45. Mare Island—36 differential pulley blocks—Bidder 7, \$576.60; 38, \$556.20; 55, \$600; 61, \$560.40; 85, \$544.80; 99, *\$506.40; 124, \$529.70; 133, \$554.28; 170, \$588.60; 196, \$549; 200, \$523.20.

Class 46. Mare Island—Pipe sets, right-hand taps and machinists' sets—Bidder 38, \$1,125.96; 55, \$1,169.40; 85, \$1,192.42; 99, *\$1,099.08; 122, \$1,149.80.

Class 47. Mare Island—775 lbs. brass spring wire and 300 lbs. hard brass wire—Bidder 55, \$289.95; 124, \$213.34; 137, *\$187.16; 178, \$201.63; 195, \$201.63; 201, \$201.63.

Class 48. Mare Island—A large quantity of gage glasses—Bidder 7, \$209.80; 38, \$142.90; 55, \$263.50; 99, *\$117.25; 124, \$273.90; 132, \$119.80; 170, \$180.75.

Class 49. Mare Island—50 sets engineer oil sets—Bidder 7, \$295; 12, *\$250; 38, \$327.50; 52, \$321.50; 55, \$425; 61, \$300; 87, \$324.50; 98, \$322; 99, \$331; 122, \$362.50; 133, \$490.

Class 50. Mare Island—40 doz. ax handles—Bidder 7, *\$67; 38, \$71.20; 61, \$90; 98, \$137.60; 124, \$102.80; 133, \$106.40.

Class 51. Mare Island—50 rms. sandpaper—Bidder 3, \$123.40; 4, \$107.50; 7, \$130; 38, \$122; 48, \$130; 52, \$118.50; 55, \$120; 61, *\$100.50; 99, \$116.50; 124, \$126.30; 171, \$122.45; 189, \$133.50; 200, \$112.50.

Class 52. Mare Island—115 rms. emery cloth and 5 rms. crocus cloth—Bidder 3, \$1,099.25; 4, \$1,051.75; 7, \$1,202; 38, \$1,199.60; 48, \$1,202; 52, \$1,001.75; 55,

\$1,266.25; 61, *\$970.90; 124, \$1,051.60; 171, \$1,115; 189, \$1,222.40; 200, \$1,161.50.

Class 53. Mare Island—About 20,000 ft. white No. 1 ash—Bidder 5, \$1,650; 27, *\$1,528; 44, \$1,670; 45, \$1,680; 49, \$1,689; 53, \$1,940; 187, \$1,685.

Class 54. Mare Island—About 2,000 ft. hickory—Bidder 27, *\$238; 44, \$198? and \$240; 49, \$399; 53, \$364; 187, \$280.

Class 55. Mare Island—About 12,000 ft. white oak—Bidder 5, *\$1,053; 27, \$1,120.80; 44, \$1,140; 45, \$1,134; 49, \$1,374; 53, \$1,104; 187, \$1,080.

Class 56. Mare Island—About 35,000 ft. redwood—Bidder 27, *\$810; 108, \$857.15; 130, \$913.75; 176, \$720.

Class 57. Mare Island—About 2,400 lbs. copper boat sheathing—Bidder 23, \$525.50; 55, \$549.60; 62, *\$477.60; 73, \$525.52; 81, \$484.57; 124, \$525.52; 137, \$525.52; 169, \$484.57; 201, \$484.57.

Class 58. Mare Island—About 7,000 lbs. sheet brass and 600 lbs. sheet brass spring—Bidder 55, \$1,760; 73, \$1,642.10; 81, \$1,699; 97, \$1,642.10; 124, \$1,609.30; 134, \$1,634; 137, \$1,577; 169, *\$1,470.50; 178, \$1,642.10; 195, \$1,642.10; 201, \$1,642.10.

Class 59. Mare Island—100 gals. glycerin—Bidder 51, \$158; 74, *\$135; 75, \$167; 139, \$149; 202, \$160.

Class 60. Mare Island—1,500 lbs. navy lubricant—Bidder 48, \$142.50; 55, \$135; 74, \$112.50; 170, \$240; 189, *\$93.

Class 61. Mare Island—250 gals. varnish—Bidder 10, \$467.50; 37, \$450; 48, \$545; 74, *\$362.50; 91, \$450; 189, \$480.

Class 62. Mare Island—5,000 gals. turpentine—Bidder 48, *\$3,987.50; 189, \$4,275.

Class 63. Mare Island—25,000 lbs. orange gum shellac—Bidder 118, \$10,750; 189, \$16,850 and *\$14,000.

Class 64. Mare Island—2,500 lbs. potash—Bidder 51, \$287.50; 59, *\$267.50; 75, \$337; 139, \$315.

Class 65. Mare Island—400 lbs. pearline—Bidder 59, \$51; 75, \$56.94; 138, *\$49.38; 139, \$51.

Class 66. Mare Island—20 packages gold leaf—Bidder 37, *\$135; 48, \$152.60; 51, \$139.40; 75, \$149.80; 189, \$149.80; 22, \$155.

Class 67. Mare Island—500 gals. japan drier—Bidder 10, *\$440; 37, \$550; 48, \$520; 74, \$485; 91, \$615; 189, \$465.

Class 68. Mare Island—5,000 gals. yellow ocher—Bidder 37, \$312.50; 48, \$248.50; 91, \$200; 189, *\$218.50.

Class 69. Mare Island—2,000 lbs. brown zinc—Bidder 37, \$116.40; 48, *\$104; 91, \$116; 189, \$114.40.

Class 70. Mare Island—8,000 lbs. brass pipe—Bidder 1, \$1,000; 55, \$1,776; 124, \$1,656; 134, \$1,644; 137, *\$1,564.80; 195, \$1,668; 201, \$1,632.

Class 71. Mare Island—Pipe fitting—Bidder 124, *\$611.88; 163, \$639.45.

Class 72. Mare Island—Brass pipe fittings—Bidder 57, \$606; 78, *\$381.23.

Class 73. Mare Island—59 brass regrinding valves and 15 doz. brass check valves—Bidder 15, \$790.35; 61, \$801.90; 78, \$1,586.20; 98, *\$743.48; 163, \$807.45; 170, \$756.40.

Class 74. Mare Island—250 shipping cases—Bidder 139, *\$242.50; 189, \$250.

Class 75. Naval training station—Salt pork, lard, shoulder, potatoes, etc.—Bidder 60, \$13,671.13; 138, *\$13,097.35; 139, \$13,373.33; 145, \$14,804.74; 183, \$1,311.25, part of class.

Class 76. Mare Island—Memorandum books and penholders—Bidder 21, *\$243.89; 29, \$258; 120, \$267.76.

Class 77. Mare Island—3,000 cakes laundry soap—Bidder 120, \$210; 128, *\$60.90; 171, \$126.

SCHEDULE No. 12.—Guantanamo Bay, Cuba.

Class 81. 1,800 washers, 200 driftbolts, and 1,600 screw bolts—Bidder 52, *\$169.50; 54, \$174.52.

Class 82. 23,380 lbs. screw bolts, $\frac{1}{2}$ in.; 2,067 $\frac{1}{2}$ in.; 204 lbs. 1 in.; 420 lbs. $\frac{1}{2}$ in.; 1,900 lbs. $\frac{1}{4}$ in.; 14,500 lbs. driftbolts; 30,000 lbs. washers; 150 lbs. washers, $\frac{1}{2}$ in.; 700 lbs. washers, 1 in.—Bidder 52, \$1,745.68; 54, \$1,668.26; 64, \$1,995.90; 85, \$2,012.70 and \$1,610.60; 153, *\$1,655.21; 166, \$1,853.10.

Class 83. 11,200 ft. galvanized wire rope, 150 thimbles for $\frac{1}{2}$ -in. diameter rope, 1,000 wire rope

* Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

clips—Bidder 11, *\$770.45; 67, \$872.22; 85, \$942.16; 98, \$944.80; 99, \$966.25; 109, \$958.66; 136, \$1,017.47; 153, \$898.13; 166, \$981.95; 177, \$1,199.80; 196, \$918.24.

Class 84. 12 cast-iron wheels with pillow blocks—Bidder 114, \$372; 166, *\$276.

Class 85. 14,200 lbs. railroad spikes—Bidder 52, \$324.80; 54,* \$284; 85, \$340.80; 153, \$312.40; 174, \$291.10; 193, \$495.58.

Class 86. Ratchet drills, picks, shovels, shovel handles, monkey wrenches, pipe cutters, tool steel, drills, padlocks, grindstones, gages, claw bars, tamping bars, lining bars, spike mauls, spike pullers, rail benders, cold chisels, wheelbarrows—Bidder 96, \$1,131.36; 98, \$1,155.94; 101, \$853.43.

Class 87. About 415,000 ft. yellow pine—Bidder 5, *\$12,480; 14, \$14,560; 44, \$16,730; 45, \$13,833; 79, \$13,312.

Class 88. 12,425 ft. yellow pine piles and 58,000 ft. yellow pine piles—Bidder 8, \$14,965.31; 20, \$19,014.75; 44, \$23,309.33; 79, \$25,353; 135, *\$10,211.63.

Class 89. 2,000 creosoted yellow pine railroad ties—Bidder 43, *\$3,800; 112, \$2,900.

Class 90. About 2,000 tons angles—Bidder 174, *\$21,631.34, \$21,758.20, and \$21,803.20; 175, \$20,490.

Class 91. 134 tons steel rails, 550 prs. joint splicers, 95 tons of 80-lb. steel rail, 460 prs. joint splicers, and 11 split switches—Bidder 52, \$9,150; 64, \$12,020; 174, *\$8,175.40; 196, \$10,347.50.

Class 92. 6,160 lbs. steel plates—Bidder 85, *\$616.

Class 93. 3 balance cut-off valves—Bidder 69, *\$381.

SCHEDULE No. 17.—*Bureau of Supplies and Accounts.*

Class 81. New York—100,000 lbs. canned salmon—Bidder 17, \$10,600; 25, \$8,965; 41, \$9,200; 59, \$9,420; 65, \$9,020; 90, \$8,989; 105, *\$8,740; 162, \$8,930; 168, \$8,900.

SCHEDULE No. 18.—*Bureau of Construction and Repair.*

†Class 91. New York—6,972,000 lbs. ship's plates—Bidder 33, \$120,624; 23, \$184,800; 35, \$120,900; 64, \$120,624; 85, \$120,624.

†Class 92. New York—300 tons sketch plates—Bidder 33, \$12,735; 35, \$12,735; 64, \$12,734.40; 85, \$12,734.40.

†Class 93. New York—50 tons plating—Bidder 35, \$2,122.50; 64, \$2,122.40; 85, \$2,122.40.

†Class 94. New York—116 tons cambered channels—Bidder 35, \$5,833.64.

†Class 95. New York—171 tons straight channels—Bidder 35, \$7,641.99.

†Class 96. New York—573 tons angles—Bidder 35, \$25,567.26; 64, \$24,964.46; 199, \$24,925.50.

†Class 97. New York—20 tons special rolled shapes—No bids.

†Class 98. New York—100 tons steel castings—Bidder 127, \$17,920; 191, \$10,189; 192, \$9,856.

†Class 99. Mare Island—6,720,000 lbs. ships plates—Bidder 35, \$155,904; 64, \$151,872; 85, \$152,880.

†Class 100. Mare Island—300 tons sketch plates—Bidder 35, \$16,263; 64, \$15,859.20; 85, \$15,960.

†Class 101. Mare Island—50 tons plating—Bidder 35, \$2,710.50; 64, \$2,643.20; 85, \$2,660.

†Class 102. Mare Island—116 tons cambered channels—Bidder 35, \$7,197.80.

†Class 103. Mare Island—171 tons straight channels—Bidder 35, \$9,652.95.

†Class 104. Mare Island—573 tons angles—Bidder 35, \$31,916.10; 64, \$30,932.80; 199, \$33,463.20.

†Class 105. Mare Island—20 tons special rolled shapes—No bids.

†Class 106. Mare Island—100 tons steel casting—Bidder 127, \$20,160; 191, \$14,337; 192, \$13,216.

SCHEDULE No. 19.—*Bureau of Yards and Docks.*

Class 111. Pensacola—A large quantity of creosoted railroad cross-ties—Bidder 112, *\$3,106.72.

Class 112. Pensacola—160,000 lbs. steel rails,

switches, and switch frogs—Bidder 6, \$3,487.04; 16, \$3,046.50; 52, \$3,187.40; 61, \$2,963; 64, \$3,042; 84, \$3,031; 189, \$3,109.60; 196, *\$2,880.70.

Class 113. Pensacola—6,000 lbs. railroad spikes—Bidder 6, \$150; 16, \$144; 52, \$141.60; 84, *\$126; 85, \$150; 121, \$147; 179, \$144; 188, \$141; 193, \$209.40; 196, \$137.40.

Class 114. New Orleans—2 second-hand standard gage flat cars—Bidder 85, *\$600; 110, \$900; 196, \$778.

Class 115. New Orleans—6 standard gage side dump cars—Bidder 16, \$1,515; 26, \$1,503.30; 84, *\$1,165.50; 196, \$1,189.40.

SCHEDULE No. 20.—*Bureau of Construction and Repair.*

Class 121. Pensacola—35 white oak boat knees—Bidder 49, \$457.50; 83, \$437.50; 150, \$395; 186, *\$305.

Class 122. Pensacola—32,000 ft. No. 1 white oak—Bidder 5, *\$1,610.75; 44, \$2,128; 45, \$2,140; 49, \$3,134; 181, \$2,660.

Class 123. Pensacola—About 4,000 ft. No. 1 mahogany—Bidder 5, \$735; 44, \$670; 45, \$680; 49, \$770; 102, *\$580; 129, \$648.

Class 124. Pensacola—About 14,000 ft. No. 1 white ash—Bidder 5, \$908.60; 44, \$924; 45, \$819; 49, \$1,393; 143, *\$770; 181, \$852; 186, \$840.

Class 125. Pensacola—About 3,000 ft. No. 1 yellow poplar—Bidder 44, *\$180; 45, \$195; 49, \$223.50.

Class 126. Pensacola—About 18,000 ft. No. 1 white pine and 8,000 ft. yellow pine boards—Bidder 5, *\$1,635; 44, \$1,994; 45, \$2,116; 49, \$2,135; 186, \$2,076.

Class 127. Pensacola—About 10,000 ft. No. 1 white cedar—Bidder 44, \$740; 45, \$900; 49, \$1,245; 77, *\$680; 181, \$1,094.

Class 128. Pensacola—About 1,500 lbs. muriatic acid, about 750 lbs. sulphuric acid, about 260 lbs. nitric acid, etc.—Bidder 51, *\$149.70.

SCHEDULE 21.—*Bureau of Steam Engineering.*

Class 131. Pensacola—2 forced-draft blowers with engines attached and spare parts—Bidder 46, \$2,035.50; 146, *\$1,317.04.

SCHEDULE 22.—*Bureau of Yards and Docks.*

Class 141. New York—A large quantity of incandescent lamps—Bidder 56, \$2,047.78; 107, \$1,829.98; 117, \$1,808.82; 125, *\$1,802.50; 159, \$1,855.32; 172, \$1,812.35; 184, \$1,812.48; 185, \$2,032.20.

Class 142. New York—3,000 ft. duplex rubber-covered wire and 3,000 ft. silk-covered lamp cord—Bidder 2, *\$184.50; 56, \$304; 117, \$189; 156, \$302.65; 184, \$219.

Class 143. New York—15,000 feet ship-lighting portable cable—Bidder 2, \$600; 56, \$825; 156, \$879; 184, *\$600.

Class 144. New York—Brushes for generators and rotaries—Bidder 119, \$191.58; 122, \$159.70; 172, *\$133.14; 184, \$136.20.

Class 145. New York—300 inner globes and 20 separate resistance boxes and 150 upper carbon holders—Bidder 95, \$145.75; 117, \$149; 184, \$195; 185, *\$139.

Class 146. New York—10,000 solid carbons for direct-current arc lamps—Bidder 28, *\$230; 117, \$300; 119, \$275; 125, \$235; 172, \$259.90; 185, \$270.

Class 147. New York—A large quantity of electrical supplies—Bidder 125, *\$978.66; 172, \$1,062.56; 184, \$1,039.99; 185, \$1,021.07.

Class 148. Washington—85 bbls. Portland cement—Bidder 71, *\$138.55; 180, \$170; 200, \$169.15; 202, \$161.50.

Class 149. Washington—45,000 common red bricks—Bidder 72, \$487.35; 93, *\$472.50; 106, \$450; 200, \$540.

Class 150. Washington—6,250 light-colored and 12,750 dark-colored hydraulic prest bricks—Bidder 93, *\$663.06.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 151. Washington—180 bbls. building sand and 76 bbls. select white sand for face work—Bidder 140, *\$87.38; 200, \$108.40; 202, \$135.

Class 152. Washington—490 bbls. broken stone—Bidder 155, *\$131.81; 200, \$142.10; 202, \$245.

Class 153. Washington—11 boxes glass and 4 pieces of polished plate glass—Bidder 75, \$93.50; 126, *\$82.08; 133, \$88.11; 180, \$82.95; 200, \$83.10.

Class 154. Washington—540 lbs. 1 beams, copper rivets, common wire nails, etc.—Bidder 96, \$67.70; 133, \$59.30; 201, *\$42.89.

Class 155. New York—Carriage bolts, cross-arm bolts, wire-scraper shave hook, hand vise, flat files, etc.—Bidder 96, \$203.60; 98, *\$204.08; 126, informal; 172, \$239.40.

†Class 156. New York—4 wheelbarrows and 3 hand carts—No bids.

Class 157. New York—5 double ladders and 1 extension ladder—Bidder 98, *\$47.20.

Class 158. New York—Drawing materials—Bidder 96, \$27.95; 133, *\$26.15; 172, \$29.96.

Class 159. Washington—About 4,275 roof sheathing, 2,500 ft. flooring, 2,500 ft. rift sawed flooring, etc.; all Georgia pine and a large quantity of Virginia pine—Bidder 44, \$1,127.50; 49, *\$1,112.24; 89, \$1,348.55.

Class 160. Washington—500 railroad ties and 3 sets switch ties—Bidder 20, *\$425; 44, \$803.50; 117, \$665.

Class 161. Washington—About 916 lbs. copper—Bidder 23, \$180.08; 62, *\$171.75; 68, \$180.08; 137, \$181.41; 149, \$180.08; 169, \$180.08; 201, \$180.08.

Class 162. Washington—Switchpoints, frogs, ground levers, railroad spikes, etc.—Bidder 85, \$444 part; 84, *\$1,404.88; 179, \$1,004.10.

Class 163. New York—100 ft. steam hose—Bidder 50, \$60; 66, \$70; 113, \$82; 123, \$95; 152, \$45; 172, *\$30.

Class 164. Washington—30 tons cast-iron bell and spigot pipe and about 5,935 lbs. cast-iron bell and spigot special castings—Bidder 24, *\$1,030.05; 142, \$981.68; 180, \$1,228.05.

Class 165. Washington—4 double-valve hydrants—Bidder 204, *\$100.

†Class 166. New York—High-pressure valves, vacuum valves, receiver valves, lubricator, gage cocks, and low-water alarm devices—Bidder 66, \$239.

†Class 167. New York—250 brass valves for water end, 50 valve studs, 12 Jewel grease cups, etc.—No bids.

Class 168. New York—100 discharge valves, 100 suction valves, etc.—Bidder 39, *\$183.80.

†Class 169. New York—Parts for Wheeler condenser pumps—No bids.

SCHEDULE 23.—Bureaus of Equipment and Supplies and Accounts.

†Class 171. Newport—275 tons white-ash furnace coal and 125 tons white-ash stove coal—Bidder 88, \$3,040.

Class 172. Portsmouth—90 tons Lehigh anthracite coal—Bidder 88, *\$679.50.

SCHEDULE 24.—Bureau of Ordnance.

Class 181. Washington—1,484 round-head steel rivets—Bidder 85, *\$37.10; 165, \$51.94.

Class 182. Washington—1 Seller's No. 1 universal tool grinder and shaping machine—Bidder 148, *\$1,240.

Class 183. Washington—1 exhaust system complete—Bidder 151, *\$1,325 and \$821.

Class 184. Washington—150,000 lbs. Bertha zine—Bidder 9, *\$13,875.

Class 185. Washington—350,000 lbs. Calumet & Hecla copper—Bidder 173, \$53,375; 201, *\$54,670.

Class 186. Washington—About 130,000 lbs machine steel—Bidder 32, \$2,925; 23, \$2,873; 35, *\$2,626; 85, \$4,550; 100, \$4,875; 165, \$3,679; 180, \$2,600.

Class 187. Washington—About 13,150 lbs. angles—Bidder 35, \$283.19; 64, *\$284.55; 193, \$472.80.

Class 188. Washington—About 23,200 lbs. steel plates—Bidder 32, \$452.40; 64, *\$443.12; 85, \$498.80; 165, \$450.08; 180, \$464.

*Accepted.

SCHEDULE 25.—Bureau of Construction and Repair.

†Class 191. New York—Ten 3-horsepower D. C. 125-volt motors—Bidder 56, \$3,670 and \$3,850; 167, \$4,000.

†Class 192. Portsmouth—1 electric motor and all necessary parts for converting from belt to electric drive—No bids.

Class 193. New York—About 10,000 lbs. oakum—Bidder 40, \$620; 52, *\$568.50; 121, \$570; 180, \$620; 196, \$569.40; 200, \$610.

Class 194. Boston—About 40,000 ft. rough-hewn white-oak timber—Bidder 44, \$2,900; 45, \$2,400; 80, \$2,500; 141, *\$2,120; 181, \$3,400.

Class 195. Boston—About 10,000 ft. white-oak butts—Bidder 5, *\$527.50; 34, \$650; 36, \$585; 44, \$677.50; 45, \$540; 80, \$575; 154, \$595; 181, \$649.

Class 196. Portsmouth—24 Oregon pine sticks—Bidder 13, \$2,848; 45, \$2,898 and \$2,838; 49, \$3,167.10; 53, \$3,680; 80, \$3,545; 103, *\$2,490; 150, \$3,029.40; 154, \$3,100; 197, \$4,378.

Class 197. New York—About 15,000 lbs. North Carolina pine pitch—Bidder 52, \$187.50; 75, \$195; 98, \$255; 104, *\$174; 180, \$225.

Class 198. New York—1 sanitary pump and parts, tees and elbows, etc.—Bidder 66, \$571.81; 78, \$445.57; 115, *\$395.21.

OPENED JULY 25, 1905.

Bidder 1. Adams & Westlake Co., 2042 N. 10th street, Philadelphia, Pa.

2. American Lumber and Manufacturing Co., Publication building, Pittsburg, Pa.

3. Alliance Machine Co., Alliance, Ohio.

4. Ansonia Brass and Copper Co., 99 John street New York.

5. Atlas Portland Cement Co., 30 Broad street, New York.

6. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.

7. Berry & Ferguson, 179 Devonshire street, Boston, Mass.

8. Bridgeport Brass Co., 253 Broadway New York.

9. Berkley Ice Co., Berkley, Va.

10. F. S. Banks & Co., 90 Wall street, New York.

11. F. O. Boyd & Co., 71 Hudson street, New York.

12. A. W. Barnes, 390 Driggs avenue, Brooklyn, N. Y.

13. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

14. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.

15. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

16. E. Coleman, 228 N. 9th street, Philadelphia, Pa.

17. Cudahy Packing Co., South Omaha, Nebr.

18. James Clendenin, P. O. box 1002, Baltimore, Md.

19. Cavanagh Bros. & Co., 104 Reade street, New York.

20. Chase, Parker & Co., 83 Pearl street, Boston, Mass.

21. Cleveland Crane and Car Co., P. O. box 27, Wickliffe, Ohio.

22. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.

23. Ernest Wiener Co., 66 Broad street, New York.

24. Excelsior Drum Works, 923 Locust street Philadelphia, Pa.

25. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.

26. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

27. Eppinger & Russell Co., 66 Broad street, New York.

28. Eastern Drug Co., 14 Fulton street, Boston, Mass.

29. Fox Bros. & Co., 24 Vesey street, New York.

30. Henry Frank, 40 Spruce street, New York.

31. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.

†No award.

Schedule of proposals for naval supplies—Continued.

32. Charles J. Ferrin, Jr., 155 Reade street, New York.
33. George W. Field, 633 Market street, Philadelphia, Pa.
34. General Electric Co., Schenectady, N. Y.
35. Richard W. Geldart, 2 Stone street, New York.
36. John Greig, 281 W. 11th street, New York.
37. Astin Gunnison, 116 Broad street, New York.
38. C. G. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.
39. Holtzer-Cabot Electric Co., Brookline, Mass.
40. Hutchinson Cement Co., 35 S. William street, New York.
41. Hadwin Houghton, 117 Fulton street, New York.
42. A. L. Hirsh, 368 Greenwich street, New York.
43. F. W. Hannahs, 866 Broad street, Newark, N. J.
44. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
45. E. F. Hoghton & Co., 240 W. Somerset street, Philadelphia, Pa.
46. Harral Soap Co., 468 Washington street, New York.
47. Hudson Portland Cement Co., 161 Devonshire street, Boston, Mass.
48. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
49. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
50. Lewis H. Jones, P. O. box 666, Detroit, Mich.
51. Arthur Koppel, 66 Broad street, New York.
52. Kalt Lumber Co., 312 E. 64th street, New York.
53. C. M. Leach, care of U. S. navy-yard, Boston, Mass., informal; no guarantee.
54. Theo. Livingston, Jr., 56 Hudson street, New York.
55. O. T. Louis Co., 59 Fifth avenue, New York.
56. Libby, McNeil & Libby, Union Stock Yards, Chicago, Ill.
57. John Lucas & Co., 322 Race street, Philadelphia, Pa.
58. J. H. Leonard & Co., 15 Park Row, New York.
59. Charles F. Matilage, 335 Greenwich street, New York.
60. Montgomery & Co., 105 Fulton street, New York.
61. Manhattan Supply Co., Greenwich and Jay streets, New York.
62. Murta, Appleton & Co., 1101 Market street, Philadelphia, Pa.
63. R. H. Macy & Co., 34th street and Broadway, New York.
64. Manning, Maxwell & Moore, 85 Liberty street, New York.
65. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
66. Meyer & Goetze, 109 Worth street, New York.
67. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
68. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
69. George E. Newman, 1238 N. 41st street, Philadelphia, Pa.
70. Wm. C. Norcross Co., 486 Albany street, Boston, Mass.
71. Niles-Bement-Pond Co., 111 Broadway, New York.
72. Noblit Bros. Co., 222 S. 2d street, Philadelphia, Pa., informal; no guarantee.
73. Pawling & Harnischfeger, Milwaukee, Wis.
74. G. L. Penzel & Muller, 6 Cooper square, New York.
75. Pittsburg Plate Glass Co., 635 Fulton street, Brooklyn, N. Y.
76. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
77. Page Belting Co., Concord, N. H.
78. H. A. Rogers Co., 19 John street, New York.
79. Julius Rayner, foot of E. Wooster street, New York.
80. Henry[Raphael, 169 Duane street, New York.
81. Norman I. Rees, 39 Frankfort street, New York.
82. Randolph-Clowes Co., Waterbury, Conn.
83. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
84. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
85. B. F. Sturtevant Co., Hyde Park, Mass.
86. Swift & Co., Union Stock Yards, Chicago, Ill.
87. Schwarzschild & Sulzberger Co., 45th street and First avenue, New York.
88. Augustus Smith, 39 Cortlandt street, New York.
89. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
90. Sherman-Brown-Clement Co., 55 Dey street, New York.
91. Signal and Control Co., 161 Washington street, New York.
92. Standard Underground Cable Co., Pittsburg, Pa.
93. J. P. Sullivan, Newport, R. I., informal; no guaranty.
94. Scovill Manufacturing Co., Waterbury, Conn.
95. Taunton-New Bedford Copper Co., New Bedford, Mass.
96. Walter B. Timms, 61 Hudson street, New York.
97. George C. Thomas, 26 Cortlandt street, New York.
98. J. Spencer Turner Co., 86 Worth street, New York.
99. United States Cast Iron Pipe and Foundry Co., Land Title building, Philadelphia, Pa.
100. United Marine Supply Co., 97 Warren street, New York.
101. Universal Supply Co., 290 Broadway, New York.
102. Vallee Bros. Electrical Co., 816 Arch street, Philadelphia, Pa.
103. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
104. R. M. Wilkinson Co., Inc., Norfolk, Va.
105. John Wanamaker, Broadway and 10th street, New York.
106. Rudolph-Wurlitzer Co., 119 E. 4th street, Cincinnati, Ohio.
107. Western Electric Co., 463 West street, New York.
108. B. Wallis & Co., 210 East Lexington street, Baltimore, Md.
109. Francis T. Witte Hardware Co., 106 Chambers street, New York.
110. Wonhan-Magor Engineering Works, 29 Broadway, New York.
111. Western Electric Co., 11th and York streets Philadelphia, Pa.
112. A. P. Wendell, Portsmouth, N. H.
113. Waldo Bros., 102 Milk street, Boston, Mass.
114. H. E. & C. D. Williams, 41 Spruce street, New York.
115. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
116. Wm. P. Youngs & Bros., 35th street and First avenue, New York.
117. Peter Creegan, Providence, R. I.
118. Lyon & Healy, Chicago.

SCHEDULE NO. 32.—Bureau of Yards and Docks.

Class 1. Norfolk—2,000 ft. extra flexible cable, 10,000 ft. special portable lamp wire, 10,000 ft. duplex rubber covered wire, and 2,000 ft. double braided rubber covered wire—Bidder 34, \$1,724.50; 92, *\$1,535.80; 107, \$1,686.

Class 2. Norfolk—500 composition weatherproof sockets, 500 perfection wire guards, 75 panel cut outs, 200 special hand connectors, and 2 rheostats. Bidder 100, *\$394.25.

Class 3. League Island—Switches, plugs, switch plates, and a large quantity of other miscellaneous electrical supplies—Bidder 100, \$265.96; 102, \$214.34 part; 103, *\$229.26; 111, \$234.

* Accepted.

Schedule of proposals for naval supplies—Continued.

Class 4. New York—800 cross ties—Bidder 27, *\$1,072.

Class 5. New York—1,200 lbs. standard track bolts, 4,700 lbs. steel single splice bars, 12 point switches, and 12 frogs—Bidder 10, \$643.21; 23, \$649.60; 29, \$684.60; 35, \$756.54; 51, \$680.55; 61, \$697.60; 90, \$660.40; 108, *\$609.50.

Class 6. League Island—2,400 lbs. calking lead—Bidder 18, \$118.56; 67, \$132; 68, *\$115.92; 97, *\$144; 108, \$132.

Class 7. League Island—77.9 tons, more or less, cast-iron bell and spigot pipe—Bidder 99, *\$2,128.06; 108, \$2,372.05.

†Class 8. League Island—10 double valve hydrants—No bids.

Class 9. Boston—For reconstructing and putting in good working order coaling plant—Bidder 88, \$9,765; 110, *\$9,514.

†Class 10. Norfolk—For dredging about 10,000 cu. yds. of mud, sand, clay, and other materials—No bids.

SCHEDULE No. 33.—Bureau of Equipment.

Class 11. New York—18 ventilating sets—Bidder 34, \$1,800; 39, \$1,512; 85, *\$1,438.20.

Class 12. New York—52,000 yds. khaki canvas, 4,000 yds. khaki ravens, 2,000 yds. khaki bag canvas, and 1,000 lbs. khaki twine—Bidder 66, *\$27,310; 98, \$29,380.

Class 13. New York—Copper hammers, bellows, blow lamps, etc.—Bidder 60, \$84.90; 61, *\$83.28; 83, \$100.50; 109, \$98.08.

Class 14. New York—About 2,100 lbs. light bellows leather—Bidder 30, \$945; 45, \$2,520; 77, \$1,113; 81, *\$870.45; 114, \$1,050.

Class 15. League Island—A number of musical instruments—Bidder 16, *\$2,335; 83, \$4,734; 106, \$2,783.

Class 16. League Island—10 prs. cymbals and 10 triangles—Bidder 106, \$148; 118, *\$75.50.

Class 17. League Island—A number of musical instruments—Bidder 74, *\$1,150.50; 83, \$1,771.

Class 18. League Island—6 bass drums and 6 tenor drums—Bidder 24, \$147.29; 83, \$183; 106, *\$144.

Class 19. New York—12 hand speed counters and 8 tachometers—Bidder 55, \$383.20; 61, \$407.20; 64, \$401.80; 109, *\$380.80.

Class 20. New York—6 electric whistle operators—Bidder 91, *\$1,800.

Class 21. Bradford, R. I.—For trimming 40,000 tons of coal from barges—Bidder 117, *\$2,800.

SCHEDULE No. 34.—Bureau of Ordnance.

Class 31. Washington—75 unmounted knife switches—Bidder 34, \$47.32; 100, \$45.60 and *\$55.68 for polished switches.

Class 32.—Washington—500 hexagon brass nuts, 100 brass thumbscrews, 200 pieces round brass, and 50 lin. ft. hard brass screw-threaded wire—Bidder 60, \$38; 61, *\$35.95.

Class 33. Bidder 35, \$45.36; 49, \$60; 61, *\$35.40; 63, \$42.54; 64, \$42.90; 78, \$35.64; 83, \$44.40.

SCHEDULE 35.—Bureau of Construction and Repair.

Class 41. New York—98 doz. double-end wrenches—Bidder 10, \$402; 20, *\$381.12; 48, \$420; 68, \$399.60; 64, \$387.60; 83, \$440.64.

Class 42. New York—24 doz. round bastard files—Bidder 48, \$44.16; 60, *\$40.80; 61, \$47.28; 64, \$45.84.

Class 43. League Island—484 drawer locks, 50 wardrobe locks, 8 cupboard locks, etc.—Bidder 13, \$386.82; 33, \$224.28; 35, *\$214.91; 60, \$221.47; 61, \$223.70; 62, \$224.46; 83, \$232.92; 109, \$448.

Class 44. League Island—Door knobs, pulls, escutcheons, hinges, etc.—Bidder 1, *\$477.01; 33, \$609.16; 62, \$384.08; 83, \$648.80.

Class 45. Portsmouth—300 lbs. nuts, 100 lbs. washers, 800 lbs. tinned tacks, etc.—Bidder 31, *\$141.40; 61, \$199.55; 83, \$167.24; 112, \$185.50.

* Accepted.

Class 46. League Island—48 plain mirrors—Bidder 13, \$167.54; 22, *\$64.54; 42, \$137.20; 57, \$83.64; 58, \$83.35; 63, \$93.16; 69, \$67.44; 75, \$94.87; 108, \$91.97.

Class 47. League Island—About 10,025 lbs. brass rod—Bidder 4, \$1,628.75; 6, \$1,628.75; 18, \$1,628.75; 44, \$1,628.75; 67, \$1,628.75; 82, \$1,604; 84, \$1,624.05; 94, *\$1,500.12; 95, \$1,674.17.

Class 48. Portsmouth—150 lbs. cold-rolled sheet brass and 1,340 lbs. hard brass—Bidder 4, \$248.12; 6, \$248.12; 8, \$253.37; 18, \$248.12; 44, \$248.12; 50, \$252.60; 67, \$248.12; 82, *\$244.40; 95, \$281.60.

Class 49. Portsmouth—About 4,050 lbs. cold rolled sheathing copper—Bidder 4, \$749.25; 8, \$749.25; 15, *\$740.26; 38, \$747.22; 44, \$749.25; 50, \$749.25; 67, \$749.25; 95, \$749.25.

Class 50. Portsmouth—600 lbs. beef tallow—Bidder 36, \$59.40; 42, \$74.94; 112, *\$56.40.

SCHEDULE 36.—Bureau of Steam Engineering.

Class 51. Norfolk—1 2-motor 3-ton electric traveling hoist—Bidder 3, \$1,075; 21, no bids; 71, *\$782; 73, \$985; 97, \$1,014; 104, \$988.

SCHEDULE 37.—Bureaus of Navigation and Supplies and Accounts.

Class 61. Newport—2,400 ft. stranded insulated cable—Bidder 34, \$774; 92, \$696; 100, \$789.60; 107, *\$691.20.

Class 62. Boston—1,500 bbls. Portland cement—Bidder 5, \$2,535 and \$2,610; 7, *\$2,467.50 and \$2,017.50; 25, \$2,730; 40, \$2,955 and \$2,505; 47, \$2,955; 70, \$2,400 and \$2,550; 76, \$2,775; 108, \$2,775; 113, \$2,700, \$2,535, \$2,145 and \$2,295.

Class 63. New York—About 5,000 grommets—Bidder 61, *\$780.

Class 64. Boston—50 doz. bastard files and 40 doz. taper saw files—Bidder 31, *\$93.70; 48, \$113.49; 60, \$98.60; 61, \$128.10; 64, \$115.97.

Class 65. Boston—Thimbles, callipers, cutters, and pliers—Bidder 31, *\$67.65; 60, \$78.84; 61, \$74.79; 64, \$96.53.

Class 66. New York—About 3,000 ft. mahogany—Bidder 2, \$525; 26, \$432; 52, *\$416.70; 79, \$450; 115, \$600; 116, \$417.

Class 67. New York—About 75,000 ft. No. 1 white pine and 40,000 ft. No. 2 white pine—Bidder 2, \$7,225; 26, \$7,490; 52, \$6,975; 115, \$8,525; 116, *\$6,827.50.

Class 68. New York—About 20,000 ft. No. 1 yellow pine—Bidder 2, *\$740; 26, \$950.

Class 69. New York—About 131,000 ft. No. 1 spruce—Bidder 26, \$4,158.50; 116, *\$4,011.50.

Class 70. Boston—About 3,000 gals. alcohol—Bidder 11, *\$840; 28, \$990; 89, \$1,155.

Class 71. Boston—200 lbs. litharge and 2,000 lbs. yellow ochre—Bidder 14, \$128.50; 41, \$103.40; 57, \$119; 89, \$122.

Class 72. New York—About 100,000 lbs. tinned roast beef—Bidder 17, \$8,830; 56, \$8,750; 65, \$9,110; 80, \$9,870; 87, \$8,990.

Class 73. New York—About 40,000 gals. beans—Bidder 32, \$10,788; 43, \$11,424; 59, \$10,724; 96, *\$10,580.

Class 74. New York—About 20,000 gals. sirup—Bidder 54, *\$6,892; 96, \$4,380.

Class 75. New York—About 1,000,000 lbs. salt-water soap—Bidder 12, *\$36,000; 37, \$37,500; 46, \$35,900; 86, \$76,000; 96, \$39,300; 100, \$33,750; 105, \$39,800.

Class 76. New York—About 25,000 boxes blacking—Bidder 19, \$625; 54, \$546.88; 61, \$575 and \$435; 96, *\$450; 100, \$547.50; 105, \$812.50.

Class 77. Norfolk—About 140,000 lbs. ice—Bidder 9, *\$490.

Class 78. Boston—400 shipping cans—Bidder 13, \$216; 19, *\$109; 83, \$112.

OPENED AUG. 1, 1905.

Bidder 1. Broderick & Bascom Rope Co., 805 North Main street, St. Louis, Mo.

2. F. S. Banks & Co., 90 Wall street, New York.

† No award.

Schedule of proposals for naval supplies—Continued.

3. Wm. Wirt Clarke & Son, Builders' Exchange, Baltimore, Md.
 4. James Clendenin, P. O. box 1002, Baltimore, Md.
 5. Carnegie Brick and Pottery Co., Safe Deposit Building, San Francisco, Cal.
 6. N. Clark & Sons, 17 Spear street, San Francisco, Cal.
 7. A. S. Carman, Vallejo, Cal.
 8. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.
 9. Eugene Dietzgen Co., 14 First street, San Francisco, Cal.
 10. Eastern and Western Lumber Co., Portland, Oreg.
 11. Alert B. Emerson, 31 Market street, San Francisco, Cal.
 12. G. Elias & Bro., 905 Elk street, Buffalo, N. Y.
 13. Ehrlich-Harrison Co., Seattle, Wash.
 14. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
 15. General Supply and Construction Co., 24 State street, New York.
 16. Wm. D. Gill & Sons, 701 President street, Baltimore, Md.
 17. R. W. Geldart, 2 Stone street, New York.
 18. Gladding, McBean & Co., Rialto Building, San Francisco, Cal.
 19. General Electric Co., Schenectady, N. Y.
 20. W. T. Garratt & Co., 138 Fremont street, San Francisco, Cal.
 21. Richard H. Grey, 123 California street, San Francisco, Cal.
 22. Arthur Gamwell, Seattle, Wash.
 23. Hazard Manufacturing Co., 50 Dey street, New York.
 24. H. R. Heinicke, 160 Fifth avenue, New York.
 25. Hammond Lumber Co., 431 California street, San Francisco, Cal.
 26. Hirsch & Kaiser, 7 Kearny street, San Francisco, Cal.
 27. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.
 28. Hart-Wood Lumber Co., 354 Berry street, San Francisco, Cal.
 29. Handlan-Buck Manufacturing Co., St. Louis Mo.
 30. E. A. Howard & Co., 16 Howard street, San Francisco, Cal.
 31. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
 32. Haas Bros., 100 California street, San Francisco, Cal.
 33. Andrew Johnson, Winlock, Wash.
 34. J. B. Kendall, Washington, D. C.
 35. Keuffel & Esser Co., 127 Fulton street, New York.
 36. M. W. Kellogg & Co., 37 Dey street, New York.
 37. J. H. Leonard & Co., 15 Park Row, New York.
 38. Lunkenheimer Co., Cincinnati, Ohio.
 39. Manhattan Supply Co., Greenwich and Jay streets, New York.
 40. McCloud River Lumber Co., 75th and Brannan streets, San Francisco, Cal.
 41. Merritt & Co., 1022 Ridge avenue, Philadelphia, Pa.
 42. Manning, Maxwell & Moore, 85 Liberty street, New York.
 43. Patterson, Gottfried & Hunter, Ltd., 150 Center street, New York.
 44. Pacific Hardware and Steel Co., 401 Mission street, San Francisco, Cal.
 45. Pacific Steel and Wire Co., 100 Front street, San Francisco, Cal.
 46. Royce & Ricketts, Washington, D. C.
 47. John Rothchild & Co., 115 Sacramento street, San Francisco, Cal.
 48. Riverside Metal Co., Riverside, N. J.
 49. John A. Roebbing's Sons Co., Trenton, N. J.
 50. Southard & Co., 11 Broadway, New York.
 51. J. B. Smith, 318 California street, San Francisco, Cal.
 52. Steiger Terra Cotta and Pottery Works, Mills Building, San Francisco, Cal.
 53. Selby Smelting and Lead Co., 416 Montgomery street, San Francisco, Cal.
 54. Thresher Electric Co., Dayton, Ohio.
 55. George C. Thomas, 26 Cortlandt street, New York.
 56. Weber Steel Concrete Chimney Co., 159 La Salle street, Chicago, Ill.
 57. White Bros., Howard and Spear streets, San Francisco, Cal.
 58. Sherman-Brown-Clements Co., New York.
- Class 72. Puget Sound—About 15,000 lbs. Norway iron—Bidder 21, \$1,050; 72, \$630; 79, \$712.50; 142, \$600; 82, \$3625.
- Class 73. Puget Sound—About 2,950 lbs. naval brass—Bidder 82, \$3619.50.
- Class 74. Puget Sound—388 lbs. hard brass and about 40 lbs. rod brass—Bidder 21, \$183; 23, \$81.24; 30, \$84.12; 82, \$115.96; 83, \$81.24; 105, \$81.24; 142, \$83.22; 188, \$83.16.
- Class 75. Mare Island—About 1,700 lbs. round brass rod—Bidder 23, \$311.95; 83, \$311.95; 75, \$311.95; 105, \$311.95; 188, \$323.
- Class 76. Puget Sound—About 2,175 lbs. galvanized sheet steel—Bidder 12, \$107.66; 79, \$107.66; 82, \$97.87; 86, \$92.44; 105, \$119.62; 142, \$102.88; 145, \$166.25.
- Class 77. Mare Island—About 1,700 lbs. machinery steel—Bidder 21, \$73.95; 35, \$55.25; 142, \$39.44.
- Class 78. Mare Island—3,000 ft. pneumatic rubber hose—Bidder 15, \$3520; 49, \$2,201.66; 68, \$980; 71, \$1,272; 127, \$547; 143, \$896; 148, \$1,539; 177, \$1,010.
- Class 79. Puget Sound—250 rolls, more or less, blueprint paper—Bidder 21, \$716.75; 45, \$165; 93, \$530.50; 94, \$238.75; 120, \$212.50.
- Class 80. Puget Sound—72 rolls tracing cloth, 24 rolls tracing paper, and 290 lbs. drawing paper—Bidder 21, \$896.40; 29, \$590.88; 45, \$566.98; 93, \$588.40 and \$3500.20; 94, \$603.68; 120, \$566.48.
- Class 81. Puget Sound—3 doz. cross-section books, 1 roll cross-section paper, and 24 boxes thumb tacks—Bidder 21, \$51.60; 93, \$26.77; 94, \$41.85; 120, \$26.95.
- Class 82. Puget Sound—250 lbs. geese feathers—Bidder 9, \$187.50; 21, \$225; 29, \$225; 82, \$162.50; 117, \$128.12; 139, \$170; 153, \$160; 170, \$145.
- Class 83. Mare Island—About 40 tons quartz cobbles or rock—Bidder 44, \$396; 162, \$360.
- Class 84. Puget Sound—6 flat-back urinals—Bidder 87, \$368.88.
- Class 85. Mare Island—250 pieces locust—Bidder 44, \$170; 72, \$125.

SCHEDULE No. 68.

*Class 91. Washington—For the installation of boilers and machinery at the naval hospital, Washington, D. C., canceled.

SCHEDULE No. 69.—Bureau of Equipment.

†Class 101. A quantity of electrical supplies, conduit fixtures, etc.—No bids.

†Class 102. A quantity of miscellaneous brushes—No bids.

Class 103. Plating tank, trays, etc.—Bidder 107, \$150.

Class 104. Emery, bull wheels, muslin buffs, circular metal splitting saws, screw slotting cutters, stencils, chisels, etc.—Bidder 107, \$398.35 and \$429.35; 173, \$32.60, part.

Class 105. 1 set Morse taper-shank drills—Bidder 79, \$159.75; 98, \$159.80; 107, \$159.78; 108, \$219.71; 125, \$134.

Class 106. A quantity of acids, etc.—Bidder 21, \$80.25; 67, \$68; 73, \$61.25.

Class 107. A large quantity of draftsmen's supplies—Bidder 54, \$377.55; 76, \$94.90; 93, \$98.38; 150, \$89.35.

* Accepted.

† No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE No. 70.—Bureau of Construction and Repair.**

Class 111. 300 incandescent lamps and 25 lbs. bare German-silver wire—Bidder 1, \$57.50; 6, \$64; 43, informal; 104, \$55.50; 124, \$65.50; 167, informal, part of class; 195, \$62.75; 202, \$49.25.

Class 112. Machine bolts and butts, galvanized-iron deck bolts and nuts, boiler patch bolts, etc.—Bidder 89, \$567.40; 108, \$716.10; 181, \$671.40.

Class 113. Brass machine screws, brass-wire cloth, lead pipe, ground glass, etc.—Bidder 125, \$92.75; 161, \$105.80.

Class 114. 150 sq. yds. linoleum—Bidder 6, \$120; 125, \$147.00; 168, \$149.25; 178, \$161.25.

Class 115. 21 rms. sandpaper and 40 lbs. ground emery—Bidder 6, \$53.23; 9, \$48.52; 21, \$68.37; 70, \$55.60; 73, \$63.75; 79, \$48.15; 108, \$30.45; 125, \$59.40; 181, \$52.95; 194, \$47.67; 197, \$38.97.

Class 116. 25 tons pig iron—Bidder 21, \$525; 24, \$398.50 and \$618.50; 70, \$398.50; 89, \$425; 197, \$445.

Class 117. About 9,000 lbs. galvanized sheet steel—Bidder 6, \$306; 78, \$300.60; 79, \$315; 105, \$328.50; 146, \$286.25.

Class 118. About 3,840 lbs. sheet lead—Bidder 6, \$239.20; 32, \$283.20; 105, \$264.57; 125, \$322.56; 163, \$257.93.

Class 119. About 1,670 lbs. braziers' copper—Bidder 22, \$378.10; 154, \$378.10; 188, \$378.10.

Class 120. A quantity of seamless drawn-copper pipe—Bidder 6, \$964; 7, \$841.70; 22, \$859.30; 23, \$866.05; 75, \$838.40; 159, \$872.80.

Class 121. A large quantity of wrought-iron steam pipe—Bidder 6, \$868.82; 74, \$7,779.12.

Class 122. About 300 lbs. sheet gum gasket—Bidder 6, \$387; 71, \$300; 147, \$375; 157, \$372; 195, \$298.50; 197, \$333.

SCHEDULE No. 71.—Bureau of Yards and Docks.

Class 131. League Island—A large quantity of telephone cable—Bidder 151, \$641.75; 172, \$633.34.

Class 132. Norfolk—About 56,000 ft. yellow pine—Bidder 25, \$1,693.90; 56, \$1,633.92; 58, \$1,862.21; 65, \$2,839.54; 200, informal.

Class 133. Portsmouth—1,200 sq. ft. hair felt and 400 lbs. asbestos millboard—Bidder 74, \$88; 88, \$52; 107, \$70.40; 125, \$69.20; 194, \$64.

Class 134. Portsmouth—About 486 ft. sectional steam-pipe covering—Bidder 88, \$74.68.

Class 135. Portsmouth—602½ sq. ft. ornamental hot-water radiators and a quantity of radiator valves—Bidder 39, \$167.04; 74, \$227.42.

Class 136. Portsmouth—Angle and gate valves, 600 ft. steam pipe, tees, cocks, ells, socket plugs, etc.—Bidder 74, \$281.97; 128, \$288.13.

†Class 137. New York—200 cu. yds. clay—Bidder 196, \$800.

SCHEDULE No. 72.—Bureau of Equipment.

Class 141. New York—200 yds. billiard cloth—Bidder 29, \$950; 33, \$817.50; 125, \$863; 204, \$815.

Class 142. New York—45 lbs. embroidery silk—Bidder 29, \$261.90 and \$349.20; 33, \$283.50; 125, \$352.35; 138, \$262.50.

Class 143. New York—63 lbs. phosphor bronze wire and 218 lbs. brass rod—Bidder 30, \$69.53; 32, \$65.53; 75, \$59.86; 107, \$68.46; 125, \$66.28.

Class 144. New York—2,000 fishing hooks—Bidder 95, \$35; 161, \$10.

Class 145. New York—30 cork mooring buoys—Bidder 10, \$252; 13, \$270; 24, \$232.20; 53, \$255; 90, \$262.50; 125, \$312.

Class 146. New York—500 prs. leg irons—Bidder, 107, \$2,340; 115, \$2,150; 125, \$2,222.50; 161, \$2,345.

Class 147. New York—30 glass cylinders—Bidder 99, \$28.50; 140, \$52.50.

SCHEDULE No. 73.—Bureau of Ordnance.

Class 151. Newport—76 ft. round ebonite and 20 lbs. ebonite tape—Bidder 62, \$93.80; 124, \$40.40; 171, \$79.70.

*Accepted.

Class 152. Newport—42,630 ft. single-conductor cable—Bidder 66, \$3,287.90; 172, \$2,249.35; 195, \$4,246.83; 202, \$2,824.24.

Class 153. Newport—400 dry-battery cells—Bidder 124, \$73; 131, \$74; 156, \$76; 202, \$160.

Class 154. Newport—5,600 ft. galvanized steel wire rope—Bidder 77, \$471.52; 89, \$471.52; 125, \$515.20; 165, \$471.52; 191, \$464.01, and \$308.

Class 155. Washington—Gage glasses, pipe wrenches, hammers, steel clamps, etc.—Bidder 89, \$1,146.90; 107, \$1,105.68; 108, \$1,194.74; 125, \$1,286.96; 190, \$153.21.

Class 156. Washington—2,775 steel set screws—Bidder 70, \$2,295; 89, \$111.06; 107, \$117.48.

Class 157. Washington—8 rms. emery cloth—Bidder 70, \$75.12; 79, \$70.30; 107, \$75.20; 108, \$34.44; 125, \$82; 194, \$77.

Class 158. Washington—1 No. 30 motor driven Gardner grinder—Bidder 11, \$550.

Class 159. League Island—8,000 ft. hemlock—Bidder 3, \$196; 56, \$160; 58, \$191; 65, \$192; 184, \$198.50; 200, \$219.

Class 160. Washington—12 nickel steel shields—Bidder 14, \$21,750; 46, \$21,532.50; 106, \$19,060.80.

†Class 161. Washington—400 ft. air hose and 4 doz. hose couplings—Bidder 19, \$126.77; 74, \$138; 110, \$191.47.

Class 162. Washington—25 lbs. ball lampwick packing and 40 lbs. rubber piston packing—Bidder 74, \$27.50.

Class 163. Newport—700 rubber balls and 1 sheet pure rubber—Bidder 74, \$121.

Class 164. Washington—4 metropolitan automatic injectors—Bidder 74, \$90; 107, \$98; 108, \$85.52; 125, \$297.60.

Class 165. New York—All labor and materials necessary for the erection of a steel standpipe—Bidder 52, \$6,800; 191, \$7,940.

SCHEDULE No. 74.—Bureau of Construction and Repair.

Class 171. League Island—1 pr. mixers, portable—Bidder 48, \$250; 125, \$334; 155, \$285.

Class 172. Norfolk—10,000 ft. No. 1 white ash—Bidder 56, \$1,250; 58, \$1,100.

Class 173. Norfolk—About 30,000 ft. No. 1 white oak plank—Bidder 3, \$1,737; 25, \$2,010; 56, \$1,770; 58, \$2,250; 132, \$1,500; 183, \$1,062.

Class 174. League Island—A quantity of black spruce spars—Bidder 20, \$1,990; 56, \$2,165; 60, \$1,575; 135, \$1,510; 183, \$1,350.

Class 175. Norfolk—12 tubular showers, rubber curtains, bath tubs, etc.—Bidder 87, \$519.30; 116, \$610.30; 123, \$612.20.

Class 176. Portsmouth—225 rolls parchment blueprint paper and 25 rolls prepared blueprint cloth—Bidder 47, \$156; 76, \$145.50; 93, \$154.50.

†Class 177. Philadelphia—10 sets metal letter file cases—Bidder 100, \$365.

SCHEDULE No. 75.—Bureau of Steam Engineering.

†Class 181. New York—A large quantity of case-hardened and semi-finished iron hexagonal nuts—Bidder 89, \$506; 107, \$454.98; 108, \$506; 181, \$434.39.

Class 182. Portsmouth—900 hexagonal nuts—Bidder 89, \$116; 107, \$12.47; 108, \$16; 181, \$11.92.

Class 183. League Island—2 electric glue heaters—Bidder 139, \$21.80; 203, \$22.50.

Class 184. League Island—3,300 ft. white pine and 500 ft. oak—Bidder 56, \$355.15; 58, \$405.50; 65, \$367.55; 184, \$365.50; 200, \$340.35.

Class 185. League Island—25 tons No. 1 foundry pig iron—Bidder 24, \$449; 70, \$430.75; 89, \$457.25.

†Class 186. New York—About 4,900 lbs. Coe Brass Co.'s hexagon turning brass—Bidder 42, \$882.

†Class 187. New York—About 5,161 lbs. Tobin bronze—Bidder 5, \$952.14.

†Class 188. New York—A large quantity of steel billets, etc.—Bidder 14, \$7,806.65; 35, \$5,759.41; 100, \$10,166.90.

†Class 189. New York—About 52,845 lbs. forgings for crank shafts, 78,315 lbs. crank webs

† No award.

Schedule of proposals for naval supplies—Continued.

19,030 lbs. thrust shafts, 66,280 lbs. line shafts, etc.—Bidder 14, \$48,975.30; 106, \$52,790.60.

†Class 190. New York—About 3,050 lbs. condenser tube sheets—Bidder 32, \$549; 105, \$549 and \$610; 188, \$549 and \$610.

†Class 191. New York—39,000 lbs. condenser tubes, 550 lbs. seamless brass tubing and 213 lbs. seamless brass tubing—Bidder 22, \$10,576.96; 23, \$10,934.83; 30, \$10,696.25; 75, \$10,825.54; 159, \$11,014.35.

Class 182. Portsmouth—35 steam gages and 20 vacuum gages—Bidder 4, \$139.95; 74, \$152.75; 107, \$107.50; 108, \$140.25; 125, \$125.40; 181, \$113.

Class 193. Portsmouth—1,000 ft. single and double leather belting—Bidder 69, \$315; 79, \$290.10; 108, \$274.21; 125, \$339.60; 136, \$290.

SCHEDULE No. 76.—Bureaus of Navigation and Supplies and Accounts.

Class 201. Portsmouth—25 yds. baize and 50 yds. binding tape—Bidder 29, \$37.50; 125, \$44.

Class 202. Portsmouth—A quantity of miscellaneous files—Bidder 79, \$107.04; 101, \$121.80; 107, \$93.96.

Class 203. Portsmouth—Rivets, burs, glaziers' points, hinges, drawer handles, iron screws, brass screws, steel wire nails, handles, etc.—Bidder 61, \$314.09; 125, \$441.37.

Class 204. Boston—About 600 lbs. sheet lead—Bidder 30, \$42; 125, \$47.40; 163, \$39.10.

Class 205. Portsmouth—50 lbs. sheet gum gasket—Bidder 71, \$54.50; 147, \$62.50; 195, \$51.

Class 206. Boston—800 lbs. borax—Bidder 57, \$72; 73, \$79.60; 182, \$71.20.

Class 207. Washington—1,200 gals. petroleum oil—Bidder 34, \$114; 63, \$132; 185, \$95.88; 193, \$114.

Class 208. Washington—3,000 gals. paraffin oil—Bidder 34, \$275; 63, \$285; 102, \$400; 185, \$233.70; 193, \$266.25.

Class 209. Washington—500 gals. raw linseed oil—Bidder 31, \$275; 63, \$272.50; 96, \$230; 102, \$350; 149, \$261.53; 163, \$280; 179, \$280; 182, \$307.50.

Class 210. Washington—500 gals. pure sperm oil—Bidder 63, \$392; 102, \$400; 160, \$280; 182, \$347.50; 205, \$348.75.

Class 211. Washington—500 gals. turpentine—Bidder 63, \$383.

Class 212. Washington—1,000 lbs. yellow ocher—Bidder 31, \$52.50; 50, \$50; 96, \$46; 103, \$52.50; 149, \$47.50; 160, \$55; 179, \$56; 182, \$49.

Class 213. Washington—2,000 lbs. white zinc—Bidder 50, \$148; 96, \$145; 103, \$136; 160, \$165.

Class 214. Portsmouth—Elbows, nuts, tees, unions, and 1,000 ft. wrought-iron pipe—Bidder 74, \$97.72; 125, \$134.50.

Class 215. Washington—50 doz. corn brooms—Bidder 59, \$162.50; 70, \$141; 92, \$137; 125, \$185.

Class 216. Washington—3,000 cakes laundry soap—Bidder 16, \$97.50; 129, \$136.50; 194, \$100.

Class 217. Washington—720 cakes toilet soap—Bidder 24, \$28.58; 29, \$64.80; 194, \$21.60.

Class 218. Washington—40,000 lbs. white cotton waste—Bidder 29, \$3,592; 92, \$3,692; 113, \$3,375; 134, \$3,000; 152, \$3,188; 164, \$3,200.

Class 219. Newport—For furnishing and installing lattice work at new officer's quarters—Bidder 51, \$862; 56, \$909.75; 97, \$1,081; 121, \$732.70; \$680, reduced to 400 feet.

SCHEDULE No. 96.

Class 221. Miscellaneous quantity of books—Bidder 2, \$9,057.90; 141, \$9,074.40; 204, \$9,435.95.

OPENED AUGUST 8, 1905.

Bidder 1. R. P. Andrews Paper Co., Washington, D. C.

2. Atlas Portland Cement Co., 30 Broad street, New York

3. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

4. American Screw Co., Providence, R. I.

5. American Ship Windlass Co., Providence, R. I.

6. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

7. Bridgeport Brass Co., 253 Broadway, New York.

8. F. S. Banks & Co., 90 Wall street, New York.

9. Bethlehem Steel Co., South Bethlehem, Pa.

10. A. & F. Brown Co., 25 Dey street, New York

11. Brooklyn Varnish Co., 35 Nostrand avenue, Brooklyn, N. Y.

12. R. C. Ballantyne, Washington, D. C.

13. Boston Steam Specialty Co., 170 Congress street, Boston, Mass., informal; no guarantee.

14. Fred Brenner Lumber Co., Norfolk, Va.

15. Burke Electric Co., Erie, Pa.

16. Babcock & Wilcox Co., 110 North American Building, Philadelphia, Pa.

17. C. H. Bull & Co., Norfolk, Va.

18. Blacker & Shepard Co., 350 Albany street, Boston, Mass.

19. Broderick & Bascom Rope Co., St. Louis, Mo.

20. Berry Bros., Ltd., 262 Pearl street, New York.

21. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.

22. Bramhall-Deane & Co., 266 Water street, New York.

23. Boston Belting Co., 256 Devonshire street, Boston, Mass.

24. E. W. Bliss Co., Adams and Plymouth streets, Brooklyn, N. Y.

25. R. P. Clarke Co., Washington, D. C.

26. Charles Cory & Sons, 278 Division street, New York.

27. Crocker-Wheeler Co., Ampere, N. J.

28. Wm. Wirt Clarke & Son, Builders' Exchange, Baltimore, Md.

29. Central Metal and Supply Co., 609 East Lombard street, Baltimore, Md.

30. James Clendenin, P. O. box 1002, Baltimore, Md.

31. A. B. Cook, Petersburg, Va.

32. Crandall & Godley Co., 155 Franklin street, New York.

33. A. W. Chesterton & Co., 64 India street, Boston, Mass.

34. Crucible Steel Co. of America, Pittsburg, Pa.

35. James B. Clow & Sons, 342 Franklin street, Chicago, Ill.

36. George V. Cresson Co., Allegheny avenue, west of 17th street, Philadelphia, Pa.

37. C. & C. Electric Co., 149 Broadway, New York.

38. Champion Iron Co., Kenton, Ohio

39. Henry Diaston & Sons, Inc., Philadelphia, Pa.

40. Drew Machinery Agency, Manchester, N. H.

41. Thomas H. Dallett Co., York and 23d streets, Philadelphia, Pa.

42. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

43. Eugene Dietzgen Co., 119 W. 23d street, New York.

44. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

45. Electric Launch Co., Bayonne, N. J.

46. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

47. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.

48. Ford & Kendig Co., 1428 Callowhill street, Philadelphia, Pa.

49. Fairbanks Co., 416 Broome street, New York.

50. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.

51. J. H. Fowkes & Co., 77 Washington street, Boston, Mass.

52. Froment & Co., 151 Bank street, New York.

53. Fitz, Dana & Co., 110 North street, Boston, Mass.

54. A. M. Ferguson, Key West, Fla.

55. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

* Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

56. B. F. Goodrich Co., 66 Reade street, New York; no bid.
57. General Supply Co., P. O. box 194, Norfolk, Va.
58. General Electric Co., Schenectady, N. Y.
59. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
60. R. W. Geldart, 2 Stone street, New York.
61. George W. Gale Lumber Co., Cambridge, Mass.
62. Heywood Bros. & Wakefield Co., 135 Charlton street, New York.
63. Hazard Manufacturing Co., 50 Dey street, New York.
64. Hartman Co., 1231 North Front street, Philadelphia, Pa.
65. Harrington, King & Co., 79 Commercial street, Boston, Mass.
66. R. C. Hoffman & Co., drawer O, Baltimore, Md.
67. John M. Horn, P. O. box 419, Wilmington, Del.
68. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
69. C. E. Hertlein, 524 Broadway, New York.
70. Holtzer-Cabot Electric Co., Brookline, Mass.
71. Hyde Windlass Co., 2 Federal street, Boston, Mass.
72. Hadwin Houghton, 117 Fulton street, New York.
73. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
74. Interstate Electric Co., Ltd., 342 Baronne street, New Orleans, La.
75. Jenkins Manufacturing Co., 13 Park Row, New York.
76. Jones of Binghamton, Binghamton, N. Y.
77. E. B. James Lumber Co., 16 Center street, Boston, Mass.
78. Keuffel & Esser Co., 127 Fulton street, New York.
79. Arthur Koppel, 66 Broad street, New York.
80. Thomas Kelly, 958 3d avenue, New York.
81. J. B. Kendall, Washington, D. C.
82. E. Keeler Co., Williamsport, Pa.
83. George W. Knowlton, 88 Broad street, Boston, Mass.
84. Lidgerwood Manufacturing Co., 96 Liberty street, New York.
85. J. H. Leonard & Co., 15 Park Row, New York.
86. F. H. Lovell & Co., Arlington, N. J.
87. Libby Manufacturing Co., 149 Varick street, New York.
88. Manning, Maxwell & Moore, 85 Liberty street, New York.
89. Montgomery & Co., 105 Fulton street, New York.
90. R. H. Macy & Co., Broadway and 34th street, New York.
91. Midvale Steel Co., Nicetown, Philadelphia, Pa.
92. W. B. Moses & Sons, Washington, D. C.
93. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
94. Manhattan Supply Co., 127 Franklin street, New York.
95. Morse Supply Co., 949 Broadway, New York.
96. J. W. Masury & Son, box 1012, New York.
97. Moller & Schuman Co., Flushing avenue and Erie, Brooklyn, N. Y.
98. J. L. Mott Iron Works, 84 Beekman street, New York.
99. Meyer & Goetze, 109 Worth street, New York.
100. New Jersey Foundry and Machine Co., 9 Murray street, New York.
101. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
102. National Electrical Supply Co., Washington, D. C.
103. O'Jaffe & Pinkus, 103 Franklin street, New York.
104. Old Dominion Paper Co., Norfolk, Va.
105. Ohio Brass Co., Mansfield, Ohio.
106. Oliver Machinery Co., Grand Rapids, Mich.
107. Pany Brick Co., 166 Devonshire street, Boston.
108. Palmer, Parker & Co., 106 Medford street, Charlestown, Mass.
109. Porter & Moore Co., 233 Water street, Norfolk, Va.
110. Porter Co., 194 Water street, New York.
111. Pratt & Whitney Co., Hartford, Conn.
112. Queen & Co., Inc., 1010 Chestnut street, Philadelphia, Pa.
113. Paul S. Reeves & Son, 1413 Catharine street Philadelphia, Pa.
114. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
115. Royce & Ricketts, Washington, D. C.
116. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
117. Reed Bros. & Co., 249 Main street, Norfolk, Va.
118. Ridgway Dynamo and Engine Co., Ridgway, Pa.
119. Julius Rayner, foot of East Houston street, New York.
120. Riverside Metal Co., Riverside, N. J.
121. John A. Roeblings Sons Co., 117 Liberty street, New York.
122. Sherman, Brown, Clements Co., 55 Dey street, New York.
123. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
124. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
125. Charles G. Smith & Son, Washington, D. C.
126. Stokes Bros. Co., Inc., 30th street below Chestnut, Philadelphia, Pa.
127. Standard Underground Cable Co., Pittsburgh, Pa.
128. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
129. Thomas Somerville & Sons, Washington, D. C.
130. Thomas W. Smith, Washington, D. C.
131. Siegel & Cooper, 6th avenue and 18th street, New York.
132. William Sellers & Co., Inc., 1600 Hamilton street, Philadelphia, Pa.
133. Sprague Electric Co., 527 W. 34th street, New York.
134. Safety Armorite Conduit Co., 67 Battery-march street, Boston, Mass.
135. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
136. B. F. Sturtevant Co., Hyde Park, Mass.
137. Southeastern Lime and Cement Co., Charleston, S. C.
138. George C. Thomas, 26 Cortlandt street, New York.
139. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
140. Edward A. Temple, 100 William street, New York.
141. D. A. Tower, 306 Broadway, New York.
142. United Marine Supply Co., 97 Warren street, New York.
143. Theo. C. Ulmer, Richmond and E. Columbia avenue, Philadelphia, Pa.
144. Universal Supply Co., 290 Broadway, New York.
145. Washington Asphalt Block and Tile Co., Washington, D. C.
146. J. H. Weil, 1217 Market street, Philadelphia, Pa.
147. Western Electric Co., 463 West street, New York.
148. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
149. Williamson Bros. Co., Aramingo avenue and Cumberland street, Philadelphia, Pa.
150. John Wanamaker, Broadway and 10th street, New York.
151. Ernst Weiner Co., 66 Broad street, New York.
152. Walker & Kepler, 538 Chestnut street, Philadelphia, Pa.
153. Francis T. Witte Hardware Co., 106 Chambers street, New York.
154. John M. Woods & Co., Cambridge, Mass.

Schedule of proposals for naval supplies—Continued.

155. B. Wallis & Co., 210 E. Lexington street, Baltimore, Md.

156. Wm. P. Youngs & Bros., First avenue and 35th street, New York.

157. Gurney Heate Manufacturing Co., Boston, Mass.

SCHEDULE No. 26.—Bureau of Yards and Docks.

Class 1. Mare Island—700 lbs. wire spikes, 100 lbs. wire nails, 85 lbs. hexagon nuts, and 80 lbs. standard cast washers—Bidder 8, \$28.91; 21, \$44.30; 44, *\$28.46; 45, \$31.80.

Class 2. Mare Island—1 mast bottom, mast bracket, boom end, mast top, steel guy plate, wire rope block, etc.—Bidder 27, *\$183.99.

Class 3. Mare Island—1,000 ft. galvanized steel guy rope and 1,000 ft. plow steel derrick hoisting wire rope—Bidder 1, \$296.64; 4, \$315; 11, \$296.50; 21, \$302.30; 23, \$284.40 and \$296.40; 27, \$297.75 and \$286.40; 34, \$317.70; 45, \$279.60; 49, \$305.80; 55, *\$210; 58, \$308.

Class 4. Mare Island—About 9,725 ft. round piles—Bidder 7, *\$1,069.75; 22, \$1,336.19; 25, \$1,361.50.

Class 5. Mare Island—About 44,508 ft. Oregon pine—Bidder 7, \$668.39; 10, *\$645.37; 22, \$745.50; 28, \$756.64.

Class 6. Mare Island—Sewer pipe, bends, Y branches, elbows, etc.—Bidder 3, \$372.04; 5, \$357.60; 6, *\$342.30; 18, \$357.60; 52, \$351.36.

Class 7. Mare Island—2,000 ft. round unglazed drain tile, 40 Y branches, 40 bends, etc.—Bidder 3, \$125; 5, \$110.70; 6, *\$107; 18, \$136; 52, \$119.

†Class 8. Mare Island—150 ft. cast iron soil pipe, sanitary tees, one-half Y's, one-quarter bends, brass ferrules, off-sets, etc.—No bids.

SCHEDULE No. 27.—Bureau of Equipment.

Class 11. Mare Island—A quantity of photographic supplies—Bidder 26, *\$135.21.

Class 12. Mare Island—A quantity of engineers' instruments, draftsmen's instruments, drafting supplies, etc.—Bidder 9, *\$334.24; 35, \$364.35.

SCHEDULE No. 28.—Bureau of Construction and Repair.

Class 21. Puget Sound—62,000 ft. white oak—Bidder 12, \$6,860; 13, \$8,895; 14, \$7,670; 22, *\$6,836; 50, \$7,688; 57, \$8,525.

Class 22. Puget Sound—2,000 in. oak knees—Bidder 13, \$2,900; 16, \$4,000; 22, \$5,200; 33, *\$1,700.

Class 23. Mare Island—1,000 in. boat knees—Bidder 7, *\$900; 22, \$2,850; 30, \$1,400; 57, \$1,250.

Class 24. Mare Island—About 15,000 ft. Port Orford cedar—Bidder 7, *\$703.75; 12, \$910; 14, \$780; 22, \$883.50; 40, \$712.50; 57, \$920.

Class 25. Mare Island—About 3,000 ft. white ash—Bidder 7, \$365.70; 12, \$375; 22, \$336; 57, *\$330.

Class 26. Mare Island—About 31,000 ft. white oak—Bidder 12, \$3,642.50; 14, \$3,848.03; 22, *\$3,472; 50, \$3,844; 57, \$4,262.50.

Class 27. Mare Island—50 tons No. 1 foundry pig iron—Bidder 21, \$1,235 and *\$1,387.50; 34, \$1,000; 51, \$1,350.

Class 28. Mare Island—6 3-horsepower chain ammunition hoist motors with spare parts—Bidder 19, \$2,637 and \$2,613; 54, *\$2,354.

SCHEDULE No. 29.—Bureau of Steam Engineering.

Class 31. Mare Island—300 lbs. phosphor bronze spring wire—Bidder 4, \$117.60; 8, \$123.66; 17, \$117.60; 21, \$132; 39, \$118.20; 42, *\$111; 48, \$114.

Class 32. Mare Island—200 ft. flexible steel wire rope, 400 sq. ft. brass wire, and 200 ft. copper telegraph chain—Bidder 4, \$107; 21, \$168; 39, \$122; 43, *\$90; 45, \$103.32.

Class 33. Mare Island—1 emery grinder—Bidder 27, *\$50.50.

Class 34. Mare Island—10,000 lbs. tin—Bidder 4, \$3,524; 21, *\$3,390; 31, \$3,578; 53, \$3,500.

*Accepted.

Class 35. Mare Island—About 1,567 lbs. spring steel—Bidder 21, \$329.07; 44, *\$195.87.

Class 36. Mare Island—9 reducing valves—Bidder 2, *\$199; 21, \$453.95; 44, \$462.15.

Class 37. Mare Island—6 McKeller's steam traps—Bidder 8, *\$249; 20, \$249; 21, \$249; 44, \$249.

Class 38. Mare Island—13 pop safety valves, bronze—Bidder 8, *\$30.22; 21, \$56; 38, \$67.60; 44, \$58.20.

Class 39. Mare Island—78 bronze cross valves and 60 bronze horizontal check valves—Bidder 20, \$157.20; 21, \$201; 29, \$100.80; 37, \$169.28; 38, *\$93.30; 39, \$97.50.

Class 40. Mare Island—96 brass cocks—Bidder 8, *\$13.89; 37, \$66.36; 44, \$13.92.

Class 41. Mare Island—390 bronze unions—Bidder 21, *\$248; 37, \$256.

Class 42. Mare Island—Black iron elbows, tees, and nipples—Bidder 8, *\$98.94; 44, \$117.40.

Class 43. Mare Island—10,000 yds. corset lacing—Bidder 3, \$35; 8, \$19.50 and *\$20; 21, \$35; 43, \$30; 44, \$30.

Class 44. Mare Island—100 lbs. ebonite—Bidder 21, *\$45.

SCHEDULE No. 30.—Bureau of Supplies and Accounts.

Class 51. Mare Island—About 200,000 lbs. sugar in half barrels—Bidder 32, \$10,580; 47, *\$10,870.

SCHEDULE No. 31.—Bureau of Medicine and Surgery.

Class 61. Washington—For the construction of a power house—Bidder 15, \$18,391; 41, \$2,500 part and \$2,900 part.

Class 62. Washington—For the construction of a chimney—Bidder 15, \$3,900; 24, \$1,983.50; 36, \$1,943; 46, \$1,970; 56, \$2,250.

SCHEDULE No. 38.—Bureau of Yards and Docks.

Class 1. Washington—800 lin. ft. granite curbstone—Bidder 31, *\$512; 67, \$900; 125, \$588.

Class 2. Washington—100,000 asphalt paving blocks—Bidder 28, \$7,700; 145, *\$6,250.

Class 3. Boston—122,000 hard burned up-and-down building brick—Bidder 28, \$2,531.50; 47, \$1,183.40; 107, *\$1,006.50.

†Class 4. Norfolk—5,000 building brick—No bids.

Class 5. Boston—18,700 ft. B. M. yellow pine plank—Bidder 3, \$748; 46, *\$542.30; 55, \$738.65; 61, \$766.70; 77, \$577.83.

Class 6. Norfolk—All necessary radiators, valves, pipes, fittings, covering, etc., to install a complete system of hot water heating in officers' quarters—Bidder 35, *\$326.29.

Class 7. League Island—Laundry tubs, kitchen sink, range boiler, bath tubs, valves, etc.—Canceled.

Class 8. League Island—88.5 tons steel rails and 16,400 lbs. 6-hole angle splices—Bidder 8, \$3,224.41; 60, *\$3,215.70; 66, \$3,273.88; 73, \$3,268.15; 151, \$3,034.27.

Class 9. League Island—1,800 lbs. track bolts and 4,000 lbs. track spikes—Bidder 8, *\$121.62; 60, \$127.60; 66, \$144.50; 79, \$129; 81, \$137.50; 109, \$143.43; 122, \$126.80; 151, \$131.50; 155, \$199.

SCHEDULE No. 39.—Bureau of Equipment.

Class 11. Boston—About 29,000 ft. navy standard conductors—Bidder 58, \$3,459; 63, \$3,060.29; 142, *\$2,819; 147, \$3,029.50.

Class 12. Boston—A large quantity of interior communication cable—Bidder 58, \$2,267.50; 142, *\$2,174; 147, \$2,519.

†Class 13. Boston—10,000 ft. bell wire and 3,500 ft. double conductor—Bidder 58, \$437.50; 142, \$182.50; 147, \$447.50.

Class 14. Boston—80 lbs. fuse wire—Bidder 58, \$28.56; 60, *\$18.70; 88, \$20.20; 142, \$19.92; 147, \$20.40.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 15. Boston—2 lbs. high resistance wire, 15 lbs. magnet wire, 2 lbs. German silver wire, etc.—Bidder 142, \$95.03; 147, \$47.65, part of class.

†Class 16. Boston—55 lbs. conical molded rubber gaskets, 1,000 gaskets for stems, and a quantity of other miscellaneous gaskets—No bids.

Class 17. Boston—36 electric bells and 20 buzzers—Bidder 26, \$311; 147, \$326.50.

Class 18. Boston—2 portable ventilating sets—Bidder 61, \$260; 70, \$180; 136, \$197; 147, \$250.

Class 19. Boston—50 annunciator drops and 6 annunciators—Bidder 26, \$203.25; 70, \$146.62; 147, \$177.50.

Class 20. Boston—1 portable electric testing set and 1 testing generator—Bidder 112, \$75; 147, \$67.

Class 21. Boston—A quantity of brackets, lights, lanterns, etc.—Bidder 86, \$616.25; 110, \$650.25; 142, \$790.40.

Class 22. Boston—1,000 receptacles, 200 sockets, 1,800 interior fittings, 100 push buttons, 250 attachment plugs, etc.—Bidder 58, \$1,118.60; 86, \$1,090.

†Class 23. Boston—1,200 ft. brass enameled conduit, 640 brass couplings, 110 brass long elbows, and 80 brass outlet elbows—Bidder 85, \$1,292; 134, \$1,224.48.

Class 24. Boston—17,000 ft. steel enamel conduit, elbows, couplings, etc.—Bidder 134, \$2,078.07; 152, \$2,151.91.

Class 25. Boston—320 unions and 250 round-head nipples—Bidder 134, \$109.49; 152, \$107.93.

Class 26. Boston—100 cells, 100 prs. prisms, 200 prs. rubber bands, 500 zines, and 100 carboys for same—Bidder 147, \$102; 152, \$122.

Class 27. Boston—About 12,000 yds. khaki canvas—Bidder 99, \$4,396.66.

Class 28. Boston—200 yds. dowlas linen and 500 yds. twilled tape—Bidder 25, \$59.80; 91, informal, part of class; 94, \$110.

Class 29. New York—A large quantity of table linen—Bidder 80, \$8,442.50; 103, \$8,783.20; 150, \$9,241.28.

Class 30. Boston—2 electric soldering irons, 2 bench stands, 1 hand drill with chuck, and 6 prs. hand bellows—Bidder 50, \$26.10; 88, \$26.86; 142, \$26.86; 147, \$14.23, part of class.

Class 31. New York—50 seaming palms and 25 roping palms—Bidder 61, \$48; 88, \$45.75; 89, \$43.75; 94, \$48.75; 114, \$44.50; 153, \$46.50.

Class 32. Boston—Grommet rings, grommets, thimbles, sister hooks, wire rope, thimbles, sail thimbles, etc.—Bidder 6, \$220.56; 21, \$114.71; 50, \$111.89; 60, \$112.67; 65, \$142.88; 88, \$114.28; 94, \$119.28; 114, \$166.24.

Class 33. New York—25 double bracket lamps and 60 chimneys—Bidder 60, \$121.40; 86, \$106; 88, \$126.82; 91, \$152; 142, \$125.75.

†Class 34. Boston—10 lbs. sheet rubber—Bidder 142, \$29.

Class 35. New York—216 ft. turned steel shafting, 9 prs. flange couplings, and 20 hangers—Bidder 10, \$401.40; 36, \$362.62; 60, \$336.31; 85, \$343.20; 88, \$341.25; 132, \$432.05; 155, \$672 and \$470.

Class 36. Boston—320 pieces of seamless drawn brass tubing—Bidder 7, \$972.75; 30, \$972.75; 93, \$972.75.

Class 37. League Island—1 coffee urn, 4 copper kettles, 2 steam cookers, and 7 bake ovens—Bidder 22, \$2,695; 98, \$2,862.10.

Class 38. League Island—12 sections ship's ranges and 6 sections torpedo boat ranges—Bidder 22, \$1,254; 98, \$1,410.

Class 39. New York—34 platform scales—Bidder 8, \$605; 28, \$720.60; 49, \$513.80; 60, \$591.84; 76, \$606.50; 88, \$551.94; 89, \$597; 94, \$622; 114, \$601.12; 144, \$608.78; 153, \$583.50; 155, \$604; 76, \$424.50.

Class 40. New York—50 water coolers and filters—Bidder 22, \$850; 32, \$725; 90, \$1,458.50; 94, \$682; 131, \$756.25; 153, \$1,110.

Class 41. New York—300 sponge bath tubs—Bidder 85, \$579; 94, \$552; 114, \$609; 150, \$540.

Class 42. New York—200 sheets profile paper—Bidder 78, \$49; 112, \$33.50.

Class 43. New York—1 double-crank press—Bidder 24, \$1,215.

SCHEDULE NO. 40.—*Bureau of Navigation.*

Class 51. Newport—3,000 ft. cable—Bidder 127, \$999.90; 147, \$864.

Class 52. Newport—2 sectional water tube vertical header boilers—Bidder 16, \$7,307; 82, \$6,950; 115, \$6,643.

SCHEDULE NO. 41.—*Bureau of Ordnance.*

Class 61. Washington—About 17,952 ft. Georgia pine—Bidder 46, \$511.63; 55, \$583.44; 130, \$534.07.

Class 62. Indian Head—2 20-ton hydraulic jacks—Bidder 28, \$284.70; 40, \$166.50; 60, \$144.63; 81, \$144.

Class 63. Washington—1 Pratt & Whitney new model turret lathe—Bidder 111, \$1,049.50.

Class 64. Washington—1 Pratt & Whitney 1 in. by 10 in. new model lathe—Bidder 111, \$657.50.

Class 65. Washington—2 electric portable drills—Bidder 41, \$1,050.

Class 66. Washington—About 25,921 lbs. forged steel recoil cylinders—Bidder 9, \$12,900.50; 34, \$10,109.19; 91, \$11,664.45; 100, \$7,641.51.

Class 67. Washington—About 2,537 lbs. drawn brass tubing—Bidder 7, \$558.14; 30, \$558.14; 93, \$558.14; 100, \$646.84.

SCHEDULE NO. 42.—*Bureau of Construction and Repair.*

†Class 71. Boston—1 electric motor, 100-horsepower—Bidder 58, \$1,097; 118, \$1,575.

Class 72. Norfolk—1 inclosed type direct current 220 volt electric motor—Bidder 15, \$216; 27, \$197.50; 37, \$215; 58, \$257; 70, \$265; 133, \$231; 142, \$199.

Class 73. Norfolk—1 fully inclosed 7½-horsepower 220 volt electric motor—Bidder 15, \$200; 27, \$298; 37, \$250; 58, \$330; 70, \$307.50; 118, \$265; 133, \$209; 142, \$209.

Class 74. Boston—10 crates of tarred sheathing—Bidder 21, \$99.90; 65, \$95; 144, \$114.70.

Class 75. Boston—100 yds. burlap, 200 yds. ticking, and 400 yds. brown linen—Bidder 25, \$175; 51, \$198.50; 90, \$166.

Class 76. New York—100 camp chairs—Bidder 62, \$375; 92, \$375.50.

Class 77. Boston—4,000 lbs. flat head stove bolts, 400 lbs. brass rivets, 5,000 fillister head brass machine screws, etc.—Bidder 50, \$258.50; 94, \$326.65; 114, \$389.50; 153, \$310.95.

Class 78. Boston—About 5,000 lbs. galvanized steel wire—Bidder 21, \$127.50; 30, \$127.50; 94, \$137.

Class 79. Boston—72 side head planer knives and 52 planer knives—Bidder 40, \$241.44; 50, \$244.32; 60, \$226.30; 73, \$213; 81, \$296.76; 85, \$230.72; 88, \$220.84; 94, \$263.72; 109, \$206.32; 122, \$243.68.

Class 80. Boston—8 drop forge chain pipe wrenches—Bidder 50, \$112; 94, \$114.40.

Class 81. New York—1,000 knife scrapers—Bidder 94, \$737.

Class 82. Washington—1 improved speed lathe—Bidder 106, \$76.

Class 83. Washington—1 patent disk sanding machine—Bidder 106, \$215.

Class 84. Norfolk—About 18,000 ft. plain birch—Bidder 3, \$776; 14, \$954; 46, \$850; 57, \$855; 117, \$808; 126, \$774.50; 148, \$872.

Class 85. Norfolk—3,000 ft. white pine—Bidder 3, \$280; 17, \$263; 44, \$291; 46, \$270; 117, \$300; 156, \$280.

Class 86. Norfolk—About 8,500 ft. No. 1 mahogany—Bidder 3, \$1,625; 14, \$1,720; 18, \$1,282.38; 44, \$1,262.50; 46, \$1,247.50; 57, \$1,527.50; 108, \$1,206.25; 117, \$1,380; 119, \$1,327.50; 126, \$1,353; 154, \$1,224; 156, \$1,453.50.

Class 87. Norfolk—13,000 ft. No. 1 quartered white oak and 3,000 ft. plain No. 1 white oak—Bidder 14, \$1,241; 17, \$1,638; 44, \$1,368; 46, \$1,267; 57, \$1,332; 126, \$1,410.60; 148, \$1,372; 156, \$1,482.

Class 88. Boston—5,000 lbs. channel iron—Bidder 30, \$115; 52, \$110; 53, \$109.50; 140, \$118.80; 155, \$125.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 89. New York—About 26,000 lbs. sheet zinc—Bidder 29, \$1,794; 30, \$1,802.80; 73, \$1,988; 93, \$1,791.40; 94, \$1,872; 95, \$1,804.40.

Class 90. Boston—3,500 lbs. sheet gum gasket—Bidder 23, \$3,150; 59, \$3,535; 83, \$5,425; 101, \$4,025; 139, \$4,025; 142, \$3,552.50.

Class 91. New York—1,875 gals. ferric oxide varnish—Bidder 11, \$2,962.50; 20, \$2,625; 28, \$1,556.25; 42, \$2,737.50; 72, \$3,675; 96, \$3,000; 97, \$1,762.50.

Class 92. New York—2,000 gals. pale japan drier—Bidder 11, \$1,780; 20, \$1,680; 28, \$770; 42, \$1,960; 72, \$2,100; 96, \$1,900; 97, \$1,320; 135, \$1,890.

Class 93. Boston—5 gals. cold brass lacquer—Bidder 28, \$15.50; 50, \$17.50.

Class 94. Boston—72 inverted plug air cocks—Bidder 33, \$128.16; 64, \$126.

Class 95. Boston—100 angle valves—Bidder 49, \$165; 64, \$175; 85, \$381; 88, \$180.

Class 96. Boston—10,000 shipping tags and 1,000 pin ticket tags—Bidder 12, \$19.88; 25, \$29.75; 94, \$23; 144, \$24.57.

Class 97. New York—1,150 ft. plow steel wire rope—Bidder 19, \$1,092.50; 60, \$1,092.50; 63, \$1,092.50; 81, \$1,092.50; 94, \$1,173; 114, \$1,147.70; 138, \$1,064.90.

Class 98. Norfolk—2 electric launch equipments—Bidder 45, \$7,775.

SCHEDULE No. 43.—Bureau of Supplies and Accounts.

Class 101. New York—50,000 shoe laces—Bidder 8, \$524.50; 144, \$618.50; 150, \$440.

Class 102. New York—25,000 silk laces—Bidder 25, \$1,242.50; 60, \$1,232.50; 69, \$1,062.50; 94, \$947.50; 150, \$1,062.50.

Class 103. New York—2,000 doz. rolls stay binding—Bidder 25, \$698; 94, \$678; 139, \$3508; 150, \$660.

Class 104. Norfolk—About 65,000 ft. North Carolina pine—Bidder 3, \$2,480; 17, \$2,285; 44, \$2,447.50; 46, \$2,308.75.

Class 105. Norfolk—About 55,000 ft. No. 1 white pine—Bidder 3, \$4,290; 17, \$4,555.10; 18, \$4,407.07; 44, \$4,675; 46, \$4,276.25; 55, \$4,977.50; 117, \$4,950; 126, \$4,980.25; 148, \$4,730; 156, \$5,005.

Class 106. Norfolk—About 115,000 ft. yellow pine—Bidder 3, \$4,025; 17, \$3,162.50; 46, \$3,220.

Class 107. Norfolk—About 17,500 ft. No. 1 yellow poplar—Bidder 3, \$940.63; 46, \$918.75; 55, \$910; 57, \$904.75; 148, \$445.

Class 108. League Island—36 doz. brass and steel squirt cans and extra spouts for same—Bidder 8, \$211.10; 49, \$101.88; 60, \$209.94; 85, \$215.48; 88, \$220.40; 94, \$216.04; 114, \$217.60.

Class 109. League Island—1,000 ft. brass steam-boat chain—Bidder 50, \$165; 60, \$156.90; 88, \$175; 94, \$150; 114, \$155; 143, \$154; 153, \$145.

Class 110. League Island—A large number of brass and iron wood screws—Bidder 4, \$879.34; 8, \$795.27; 50, \$805.54; 73, \$840.99; 128, \$819.93; 140, \$836.40; 143, \$819.79; 153, \$809.55.

Class 111. League Island—A large quantity of brass and iron machine screws—Bidder 4, \$354.01; 50, \$327.11; 128, \$354.12; 140, \$517.79; 143, \$313.61; 153, \$467.05.

Class 112. League Island—A large quantity of miscellaneous files—Bidder 29, \$385.50; 39, \$484.80; \$413.35; \$382.73; 73, \$444.36; 85, \$495.03; 88, \$393.51; 89, \$391.21; 128, \$403.59.

Class 113. League Island—450 lbs. brass spring wire—Bidder 29, \$79.45; 30, \$79.38; 68, \$79.10; 123, \$74.87.

Class 114. League Island—600 lbs. phosphor bronze spring wire—Bidder 29, \$118.42; 30, \$111.49; 60, \$118.50; 68, \$130.30; 88, \$119.75; 93, \$115.87; 94, \$112.85; 109, \$118.75; 113, \$89.40; 115, \$129.15; 120, \$118.12; 123, \$114.75; 142, \$124.70.

Class 115. League Island—575 lbs. pure copper soft wire—Bidder 29, \$111.94; 30, \$106.82; 60, \$127.17; 68, \$105.33; 73, \$105.25; 123, \$117.07.

Class 116. League Island—400 lbs. brads, 24 pkgs. nails, 4,000 brass cotters, 5,000 steel cotters, eyes, copper funnels, measures, nails, spikes, tacks, iron wire, etc.—Bidder 50, \$440.43; 94, \$406.97; 114, \$565.42; 143, \$540.97.

Class 117. League Island—30 pet cocks and 10 service brass cocks—Bidder 29, \$119.04; 48, \$106.63; 49, \$119.28; 64, \$98.60; 85, \$201.90; 94, \$100.24; 116, \$136.74.

Class 118. League Island—8 doz. oil cups, 22 doz. spare glasses, and 9 doz. brass oil cups—Bidder 49, \$98.62; 64, Informal, part of class; 94, \$74.78; 116, \$93.38.

Class 119. League Island—12 doz. tallying registers and 1 doz. speed indicators—Bidder 49, \$294.80; 60, \$268.64; 73, \$499; 78, \$494.40; 88, \$517.80; 89, \$517.60; 94, \$632; 109, \$275.50; 112, \$272; 114, \$320.60; 153, \$258.96.

Class 120. League Island—Angle, check, and globe valves—Bidder 29, \$906.45; 49, \$1,000.70; 60, \$979.66; 64, \$974.90; 73, \$1,016.45; 85, \$1,771.20; 87, \$2,522.28; 116, \$977.10; 129, \$1,132.56.

Class 121. League Island—7 doz. brass valve gates—Bidder 129, \$156; 49, \$191; 60, \$122.90; 64, \$147; 73, \$156; 85, \$292.32; 87, \$180.48; 116, \$155.97; 129, \$292.80.

Class 122. League Island—Bends, bushings, crosses, couplings, elbows, expansion joints, lock nuts, nipples, tees, etc.—Bidder 29, \$1,120.79; 49, \$925.56; 73, \$697.24; 75, \$565.04; 94, \$531.98; 105, \$814.67.

Class 123. League Island—Bends, bushings, caps, couplings, crosses, elbows, lock nuts, nipples, plugs, unions, etc.—Bidder 29, \$330.56; 48, \$299.83; 49, \$308.55; 64, \$318.42; 94, \$328.64; 109, \$403.31.

Class 124. League Island—Writing ink, rubber-stamp ink, mucilage, and mucilage paste—Bidder 1, \$149.52; 104, \$153.12; 141, \$156.

Class 125. League Island—A large quantity of various makes steel pens—Bidder 1, \$229.08; 25, \$230.76; 104, \$233.96; 141, \$231.72.

Class 126. League Island—Rubber erasers, pen-holders, and pencils—Bidder 1, \$277.44; 25, \$302.80; 104, \$280.12; 141, \$277.14.

Class 127. League Island—252 rms. typewriter paper—Bidder 1, \$483.50; 109, \$471; 141, \$464.50; 144, \$414.17.

Class 128. League Island—10 rolls tracing cloth, 10 gross thumb tacks, Higgins's drawing ink, pencils, etc.—Bidder 1, \$233.87; 25, \$244.23; 43, \$236.59; 78, \$254.11; 104, \$281.87; 112, \$267.40; 141, \$256.09; 146, \$243.17.

Class 129. League Island—20 doz. chamols skins—Bidder 1, \$106; 6, \$168; 25, \$118; 104, \$105; 114, \$318; 124, \$116.80; 146, \$130.

Class 130. League Island—Rubber bands, blank books, memorandum books, paper fasteners, letter files, inkstands, etc.—Bidder 25, \$951.14; 104, \$952.30; 141, \$974.14.

SCHEDULE No. 44.—Bureau of Yards and Docks

Class 131. Pensacola—50 lightning arresters for telephone, 1 heavy barrow payout steel, 200 lin. ft. rubber insulated gage wire, etc.—Bidder 74, \$31; 102, \$20.75; 142, \$40.

Class 132. Pensacola—100 lin. ft. paper insulated lead sheathed cable—Bidder 74, \$42; 102, \$63; 127, \$50.60; 142, \$75.

Class 133. Pensacola—About 2,880 lbs. telephone wire—Bidder 30, \$143.42; 74, \$151.21; 102, \$144; 142, \$164.16; 147, \$140.40.

Class 134. Pensacola—1,000 pony glass insulators, 500 duplex pins, 450 telephone cross arms, 750 cross-arm braces, etc.—Bidder 74, \$274.90; 102, \$290.80; 142, \$305.26; 147, \$296.10.

Class 135. Pensacola—500 lag screws, 1,000 carriage bolts, and 500 machine screws—Bidder 102, \$40.50; 114, \$57; 142, \$55.75; 147, \$51.50.

Class 136. Key West—70 bbls. Portland cement—Bidder 2, \$182.70; 8, 184.80; 28, \$293.30; 54, \$168; 137, \$168.

Class 137. Key West—35 cu. yds. granolithic—Bidder 28, \$661.50; 54, \$175.

Class 138. Key West—1,831 ft. 10-in. galvanized malleable iron or steel fence—Bidder 38, \$3,149.32; 85, \$4,760.60; 100, \$3,890.88.

*Accepted.

† No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE No. 45.—Bureau of Construction and Repair.**

Class 141. Pensacola—1 dry klin finished and erected complete—Bidder 136, *\$5,020.

Class 142. Pensacola—4 double cylinder single drum ship's winches—Bidder 5, *\$2,040; 71, \$2,200; 84, \$2,760; 149, \$2,790.

OPENED AUGUST 15, 1905.

Bidder 1. Ammon & Mackall, 81 Chambers street, New York.

2. Abraham & Straus, Brooklyn, N. Y.

3. American Steel and Wire Co., 24 State street, New York.

4. American Mica Co., Newton, Lower Falls, Mass.

5. Atlas Portland Cement Co., 30 Broad street, New York.

6. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

7. Armour & Co., Union Stock Yards, Chicago, Ill.

8. Boston Belting Co., 256 Devonshire street, Boston, Mass.

9. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.

10. F. S. Banks & Co., 90 Wall street, New York.

11. Boston Woven Hose and Rubber Co., Cambridge, Mass.

12. Bridgeport Brass Co., 253 Broadway, New York.

13. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.

14. Boston Woven Hose and Rubber Co., Boston, Mass.

15. J. Ross Collins, 197 West street, New York.

16. Wm. Wirt Clark & Sons, Builders' Exchange, Baltimore, Md.

17. Central Metal and Supply Co., 109 E. Lombard street, Baltimore, Md.

18. James Clendenin, Thames and Caroline streets, Baltimore, Md.

19. R. P. Clark Co., Washington, D. C.

20. Crocker-Wheeler Co., Ampere, N. J.

21. Crucible Steel Co. of America, P. O. Box 75, Pittsburg, Pa.

22. Casments Roofing Co., 160 Fifth avenue, New York.

23. Jos. F. Curren, 56 Leonard street, New York.

24. Carnegie Steel Co., Pittsburg, Pa.

25. Jos. Dixon Crucible Co., 68 Reade street, New York.

26. Drew Machinery Agency, Manchester, N. H.

27. Cham. Este, 20th and Glenwood avenue, Philadelphia, Pa.

28. G. Elias & Bro., Buffalo, N. Y.

29. Henry Frank, 40 Spruce street, New York.

30. Fitz Dana & Co., 110 North street, Boston, Mass.

31. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.

32. Marshall Field & Co., 200 Adams street, Chicago, Ill.

33. Fuerst Bros. & Co., 2 Stone street, New York.

34. General Electric Co., Schenectady, N. Y.

35. General Fireproofing Co., Youngstown, Ohio.

36. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

37. R. W. Geldart, 2 Stone street, New York.

38. Wm. D. Gill & Son, 201 President street, Baltimore, Md.

39. Ellis A. Glimbel, Market and 9th streets, Philadelphia, Pa.

40. Herrick Co., 47 Broad street, Boston, Mass.

41. Gilmore D. Holmes, Washington, D. C.

42. The Hartman Co., 1231 N. Front street, Philadelphia, Pa.

43. Abraham L. Hirsh, 308 Greenwich street, New York.

44. Hutchinson Cement Co., 35 S. Williams street, New York.

45. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

46. Harrington, King & Co., 79 Commercial street, Boston, Mass.

47. Martin L. Horn, 80 White street, New York.

48. R. C. Hoffman & Co., Continental Building, Baltimore, Md.

49. Hartford Blower Co., Hartford, Conn.

50. James & Abbot Co., 165 Milk street, Boston, Mass.

51. J. B. Kendall, Washington, D. C.

52. John F. Kelley, 35 W. 30th street, New York.

53. Keuffel & Esser Co., 127 Fulton street, New York.

54. Lein Irvine & Co., 328 E. 23d street, New York; informal, no guaranty.

55. Library Bureau, 316 Broadway, New York.

56. Lumley & Dodson Co., Norfolk, Va.

57. Lanyon Zinc Co., 220 Broadway, New York.

58. Mica Insulator Co., 218 Water street, New York.

59. Eugene Munsell & Co., 218 Water street, New York.

60. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.

61. Monongahela Iron and Steel Co., Pittsburg, Pa.

62. Macy-Wernicke Co. (Ltd.), 343 Broadway, New York.

63. Manhattan Supply Co., 127 Franklin street, New York.

64. Manning, Maxwell & Moore, 85 Liberty street, New York.

65. Motley, Green & Co., 66 Broad street, New York.

66. McCay Engineering Co., 92 Lexington street, Baltimore, Md.

67. P. R. Mitchell Co., 185 Canal street, New York.

68. Midvale Steel Co., box 1606, Philadelphia, Pa.

69. Mack Manufacturing Co., Land Title Building, Philadelphia, Pa.

70. Northampton Portland Cement Co., 26 Broadway, New York.

71. New York Belting and Packing Co., 91 Chambers street, New York.

72. National Wire Corporation, 114 Liberty street, New York.

73. National Mortar Co., Washington, D. C.

74. Neptune Meter Co., 120 Liberty street, New York.

75. Old Dominion Paper Co., Norfolk, Va.

76. S. Obermeyer Co., Cincinnati, Ohio.

77. Phoenix Towing and Transportation Co., 17 State street, New York.

78. G. P. Putnam's Sons, 27 W. 23d street, New York.

79. Peerless Rubber Manufacturnig Co., 16 Warren street, New York.

80. Pateramo Mica Co., 116 Beekman street, New York.

81. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.

82. Frederick Post Co., 28 Reade street, New York.

83. Ross Lumber Co., Jamestown, N. Y.

84. Charles Reid's Sons, New York.

85. Rome Brass and Copper Co., Rome, N. Y.

86. Hans Rees Sons, 39 Frankfort street, New York.

87. John B. Roach, 350 Fulton street, Brooklyn, N. Y.

88. Royce & Rickets, Washington, D. C.

89. Charles L. Ruffin, Fredericksburg, Va.

90. John A. Roebbing Sons Co., 117 Liberty street, New York.

91. Republic Rubber Co., 47 Warren street, New York.

92. Standard Water Meter Co., Brooklyn, N. Y.

93. Wm. R. Sattler, 10 Barclay street, New York.

94. Thomas W. Smith, Washington, D. C.

95. Fred. A. Schmidt, Washington, D. C.

96. Charles G. Smith & Son, Washington, D. C.

*Accepted.

Schedule of proposals for naval supplies—Continued.

97. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
 98. Smith-Premier Typewriter Co., Syracuse, N. Y.
 99. Savage Mountain Firebrick Co., Frostburg, Md.
 100. B. F. Sturtevant Co., Hyde Park, Mass.
 101. Henry Sondheimer, 1224 S. Robey street, Chicago, Ill.
 102. Taunton-New Bedford Copper Co., New Bedford, Mass.
 103. David A. Tower, 306 Broadway, New York.
 104. The Thread Agency, 263 W. Broadway, New York.
 105. Edward A. Temple, 100 William street, New York.
 106. Edward H. Taggart, 209 N. 3d street, Philadelphia, Pa.
 107. Universal Supply Co., 290 Broadway, New York.
 108. United Marine Supply Co., 97 Warren street New York.
 109. Western Electric Co., 463 West street, New York.
 110. Warren Chemical and Manufacturing Co., 17 Battery Place, New York.
 111. Henry R. Worthington, 114 Liberty street, New York.
 112. A. H. Williams, 1019 Filbert street, Philadelphia, Pa.
 113. Peter Woll & Sons, Hancock and Berks streets, Philadelphia, Pa.
 114. John Wanamaker, 13th and Market streets, Philadelphia, Pa.
 115. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 116. B. Wallis & Co., 210 E. Lexington street, Baltimore, Md.
 117. J. T. Walker's Sons, Washington, D. C.: informal; no guaranty.
 118. John Wanamaker, New York.
 119. J. H. Well, 1217 Market street, Philadelphia, Pa.
 120. Yawman & Erbe Manufacturing Co., 360 Broadway, New York.
 121. Wm. P. Youngs & Bros., 36th street and First avenue, New York.
 122. Bruce & Cook, 190 Water street New York, informal; no guaranty.
 123. J. N. Hornblower, 349 Broadway, New York.
 124. Zophar Mills, 144 Front street, New York.
 125. Randolph-Clowes Co., Waterbury, Conn.
 126. Sherman-Brown-Clements Co., 55 Dey street, New York.
 127. John M. Woods & Co., 227 Bridge street, East Cambridge, Mass.
 128. Joshua Baker, Boston, Mass.

SCHEDULE No. 50.—Bureau of Navigation.

- Class 81. 2,000 bbls. Portland cement—Bidder 5, \$4,000; 10, \$4,300; 16, \$4,800; 44, \$4,230; 70, *\$3,980; 126, \$4,340.
 Class 82. Bolts, washers, wire nails, shovels, pick handles, wheelbarrows, monkey wrenches, saws, saw files, squares, braces, trowels, screens, etc.—Bidder 31, \$963.85; 63, \$1,181.50; 65, \$889.99; 115, *\$750.96; 126, \$880.05.
 Class 83. 24,000 ft. long-leaf yellow pine—Bidder 6, \$912; 28, *\$901.50.
 †Class 84. 20,000 ft. creosoted long-leaf yellow pine—No bids.
 Class 85. 2,500 ft. white oak—Bidder 28, *\$142.50.
 †Class 86. 1,025 soft steel rods—No bids.
 Class 87. 9,600 sq. ft. expanded metal—Bidder 10, *\$363.84; 35, \$384.

SCHEDULE No. 51.—Bureau of Yards and Docks.

- Class 91. New York—1,000 cu. yds. best quality sand—Bidder 52, \$1,150; 77, *\$625.
 Class 92. New York—1,000 sq. yds. best quality clean washed gravel—Bidder 52, \$1,250; 77, *\$1,050.
 Class 93. League Island—12 water meters—Bidder 74, \$344.25; 92, *\$263; 111, \$329.

*Accepted.

Class 94. Portsmouth—For applying a 5-course improved plastic slate roof—Bidder 16, \$726; 22 *\$955.

SCHEDULE No. 52.—Bureau of Equipment.

- Class 101. Boston—100 strips micanite—Bidder 4, \$140; 58, \$125; 59, *\$135; 80, \$135.
 Class 102. New York—176 lbs. compressed mica plates—Bidder 4, \$211.20; 58, \$198.40; 59, \$198.40; 80, *\$198.40.
 Class 103. New York—8 keyboards for night-signal sets—Bidder 34, *\$1,840.
 †Class 104. League Island—Two 20-kilowatt generating sets—Bidder 100, \$4,737.80.
 Class 105. New York—20,000 ft. twin conductor and 25,000 ft. double conductor silk—Bidder 34, \$2,375; 108, *\$1,778.50; 109, \$2,405.
 Class 106. Boston—200 slates—Bidder 108, \$29; 109, *\$19.
 Class 107. Boston—5,000 lbs. 8-ply cotton twine and 5,000 lbs. 6-ply cotton twine—Bidder 10, \$2,339; 37, *\$2,319; 46, \$2,445; 63, \$2,374.
 Class 108. New York—About 2,000 yds. cotton sheeting—Bidder 2, \$600; 15, \$399.60; 19, \$356; 23, \$1,240; 63, \$312.80; 118, *\$275.40.
 Class 109. New York—60 gross brass machine screws and 700 steel set screws—Bidder 31, *\$20.55; 63, \$31.70; 87, \$33.48; 105, \$31.20; 118, \$21.31.
 Class 110. Boston—93,000 lbs. galvanized crucible cast-steel wire and 2,000 lbs. galvanized annealed crucible steel wire—Bidder 3, \$9,421.50; 16, \$10,334; 18, \$9,892.50; 60, \$9,688.70; 63, \$10,612; 72, *\$8,057; 90, \$9,279.50.
 Class 111. Boston—100 lbs. rivets, 4 gross brass screw eyes, 1 standard set taps, twist drills, tap wrench, etc.—Bidder 31, *\$197.35.
 Class 112. New York—100 black lead crucibles and 1,000 lbs. plumbago—Bidder 16, \$444; 18, \$441.50; 25, \$440; 63, \$479; 76, \$430; 93, *\$422.50.
 Class 113. Norfolk—2 blacksmiths' forges—Bidder 56, *\$450.
 †Class 114. Boston—1 band-saw filing and setting machine—No bids.
 Class 115. New York—A large number of miscellaneous library books, technical and text—Bidder 1, \$1,258.29; 78, *\$1,172.88; 118, \$1,183.61.
 Class 116. New York—A very large number of miscellaneous library books—Bidder 1, \$3,136.50; 78, *\$3,009.18; 118, \$3,140.93.
 †Class 117. Boston—400 ft. belting—No bids.
 Class 118. New York—285 lbs. soft strip copper—Bidder 9, \$57; 18, \$57; 45, \$57; 60, \$57; 85, *\$52.01.
 Class 119. New York—About 1,120 lbs. sheet brass and 155 lbs. brass rod—Bidder 9, \$262.40; 45, \$262.40; 60, \$262.40; 85, \$251.99; 102, *\$229.50; 125, \$270.20.
 Class 120. Boston—About 1,620 lbs. blue enameled steel and 1,135 lbs. wrought iron—Bidder 10, \$71.51; 30, \$99.68 and \$79.95; 105, *\$60.86.
 Class 121. Boston—800 ft. rubber hose—Bidder 8, \$108; 10, \$268; 11, \$96; 14, \$100; 36, \$96; 71, *\$88; 79, \$176; 91, \$104.
 Class 122. New York—500 gals. American pine tar, 200 gals. tar oil, and 200 gals. coal tar—Bidder 37, \$991.25; 43, \$207.80; 63, \$199.80; 87, \$202; 97, \$193; 124, *\$137.
 †Class 123. New York—About 2,845 lbs. brass tubing—No bids.
 Class 124. Boston—5 steam traps—Bidder 42, \$115; 93, *\$90.75.
 Class 125. Boston—5,000 linen tags, with strings—Bidder 15, \$13; 16, \$15.10; 19, \$18.70; 63, *\$13.
 Class 126. Boston—5,000 paper tubes—Bidder 15, *\$37.20; 102, \$47.50.
 Class 127. New York—300 lbs. charcoal fittings, 2,000 lbs. bituminous sea coal, 50 lbs. lycopodium, 6 rawhide mallets, etc.—Bidder 16, \$184.53; 63, \$105.60; 76, \$90.20.

SCHEDULE No. 53.—Bureau of Ordnance.

- Class 131. Washington—16 motor-starting panels—Bidder 20, \$4,000, \$4,000, \$3,520, and \$3,616; 34 \$2,512 and \$1,280; 66, \$2,064 and *\$2,464.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 132. Washington—4 B. H. box window frames and sash—Bidder 28, \$50; 94, *\$24.96.

Class 133. Washington—146,000 hard burned, dark red machine-made bricks—Bidder 16, *\$1,752; 88, \$2,026.48.

Class 134. Washington—2,800 No. 2 Union fire brick—Bidder 16, \$89.60; 41, \$77; 73, *\$75.60; 99, \$98; 116, \$264.

Class 135. Washington—11,200 vitrified paving brick—Bidder 16, \$324.80; 41, *\$198.24; 69, \$254.80; 88, \$208.32; 116, \$293.80.

Class 136. Washington—70 cu. yds. Potomac River gneiss—Bidder 89, *\$116.20; 96, \$138.60.

Class 137. Washington—300 bbls. Portland cement—Bidder 16, \$555; 41, \$531; 73, *\$519; 116, \$600.

Class 138. Washington—40 bbls. rock lime, 9 bbls. fire clay, and 12 bbls. Trinidad asphalt—Bidder 16, \$152.52; 41, *\$129; 43, \$203.95; 110, \$62.40, part; 73, \$42.30, part; 99, \$13.50, part; 116, \$226.

Class 139. Washington—200,000 yds. cotton tape and 2,000 yds. scrim—Bidder 19, *\$1 624.

Class 140. League Island—75 yds. scrim, 170 spools white cotton tape—Bidder 19, *\$197.30.

Class 141. Washington—10,000 spools white cotton thread—Bidder 2, \$416.67; 19, \$416.66; 32, \$320; 47, \$371.90; 104, \$329; 112, *\$270.83 and \$329; 123, \$329.

Class 142. League Island—2,844 spools white cotton thread—Bidder 2, \$118.50; 19, \$118.50; 32, \$91; 47, \$105.77; 104, \$93.57; 12, \$77.03 and \$93.57; 123, \$93.56; 112, *\$77.02.

Class 143. Washington—60,000 yds. Pequot Mills muslin—Bidder 19, \$9,460; 39, \$9,700; 63, \$9,376; 106, *\$8,496; 114, \$8,568.20.

Class 144. League Island—5,900 yds. Pequot Mills muslin—Bidder 19, \$967.50; 63, \$936.60; 106, \$1,004.95; 114, *\$965.44.

Class 145. Washington—18,400 lbs. soft steel blank bolts, 6,800 lbs. hexagonal cold-punched nuts—Bidder 51, *\$1,053.60; 64, \$1,261.50; 126, \$650.76.

Class 146. Washington—2,400 lbs. round-head steel rivets—Bidder 51, \$66; 64, *\$66; 105, \$83.52.

Class 147. Washington—One pulley driver positive pressure blower—Bidder 16, \$250; 26, *\$124.

Class 148. Washington—About 385 lbs. fair leather skirting—Bidder 29, *\$154; 51, \$173.25.

Class 149. Washington—About 1,425 lbs. sole leather—Bidder 29, *\$413.25; 51, \$484.50; 86, \$448.87.

Class 150. Washington—About 1,150 lbs. hydraulic leather and 450 lbs. hydraulic leather—Bidder 29, *\$667; 51, \$754; 86, \$716.50.

Class 151. Indian Head—A large quantity of pine lumber—Bidder 28, \$997.81; 38, \$803.07; 94, *\$760.33.

Class 152. Newport—3,000 lbs. bronze castings—Bidder 63, *\$1,034.10.

†Class 153. Newport—3 500 lbs. cast-iron castings—No bids.

Class 154. Washington—About 7,450 lbs. steel angles—Bidder 48, \$156.45; 51, *\$140; 105, \$281.61; 116, \$186.45.

Class 155. Washington—About 2,800 lbs. steel plates—Bidder 21, \$56.48 *\$51.24; 51, \$53.20; 60, \$58.80; 105, \$50.92.

Class 156. Washington—About 4,313 lbs. galvanized corrugated iron and 1,818 lbs. galvanized sheet iron—Bidder 18, \$190.04; 48, \$189; 51, *\$188.49; 60, \$420.53; 63, \$204.44; 81, \$198.15.

Class 157. Washington—Pipe tees, ells, plug cocks, etc.—Bidder 17, *\$165.24; 42, \$189.45.

Class 158. Washington—98 rolls medium parchment, 214 rolls rapid parchment, and 20 100 sheets parchment, medium—Bidder 53, \$1,950.36; 82, \$1,615.20; 95, *\$1,207.74; 118, \$1,790.25.

SCHEDULE No. 54.—Bureau of Construction and Repair.

Class 161. League Island—One steel plate ventilating fan—Bidder 34, \$800 and \$780; 49, \$215; 100, \$600; 88, *\$495.

Class 162. New York—300 lbs. goose feathers—Bidder 7, \$210; 19, \$267; 67, \$260.31; 88, \$495; 113, *\$195; 118, \$318

*Accepted.

Class 163. New York—About 105 sq. yds. black cloth, 36 lbs. spring twine, and 500 yds. unbleached muslin—Bidder 2, \$257.25; 19, *\$197.76; 63, \$312.27.

†Class 164. New York—About 500 lbs. flat-head tinned rivets—No bid.

Class 165. New York—24 doz. pulleys—Bidder 63, *\$38.40; 87, \$57.60.

Class 166. Boston—85,000 ft. No. 1 white ash—Bidder 27, \$4,565; 28, \$5,055; 38, \$4,772.50; 50, \$4,745; 83, \$4,540; 101, *\$4,055; 121, \$4,555; 127, \$4,425.

Class 167. Norfolk—3,000 prime white oak hogs-head staves—Bidder 13, \$1,500; 28, \$600; 84, *\$420.

Class 168. Norfolk—About 25,000 lbs. bar iron—Bidder 61, *\$770; 116, \$965.

Class 169. Norfolk—About 32,000 lbs. rolled bar steel—Bidder 21, \$960; 24, *\$662.40; 68, \$1,280; 105, \$870.40; 116, \$1,837.50.

Class 170. New York—About 32,000 lbs. sheet zinc—Bidder 16, \$2,640; 17, \$2,376; 18, \$2,336.40; 30, \$2,490; 33, \$2,640; 45, \$2,387.88; 51, \$2,420; 57, \$2,376; 60, *\$2,273.70; 63, \$2,455.20.

Class 171. League Island—About 5,922 lbs. sheet zinc—Bidder 16, \$473.76; 17, \$435.26; 18, *\$409.86; 30, \$428.62; 33, \$473.76; 45, \$437.04; 57, \$450.06; 60, \$423.12; 63, \$440.59.

Class 172. Boston—About 2,000 lbs. sheet zinc—Bidder 16, \$160; 17, \$150; 18, \$151.40; 30, \$151.40; 33, \$160; 40, \$147.50; 45, \$150; 57, \$158; 60, *\$146; 63, \$159.40.

Class 173. Boston—About 2,850 lbs. of rolled sheet copper—Bidder 12, \$523.70; 21, \$523.69; 30, \$523.69; 45, *\$523.69; 60, \$552.18; 85, \$527.25; 102, \$523.70.

Class 174. New York—About 4,200 lbs. sheet gum gasket—Bidder 36, \$4,200; 79, \$5,250; 91, \$5,208; 106, \$4,830; 108, *\$4,116.

Class 175. Boston—500 gals. Southern pine tar—Bidder 37, \$8.95; 43, \$69.95; 46, *\$67.50; 116, \$70.

Class 176. Boston—5,000 lbs. crude turpentine—Bidder 37, \$198.60; 43, \$199; 46, *\$147.50; 116, \$1,350.

Class 177. New York—300 oak front, 300 ash front, and 225 mahogany front document file cases—Bidder 55, *\$476.63 and \$881.25; 62, \$493.50; 75, \$601.50; 120, \$622.50.

SCHEDULE No. 55.—Bureau of Supplies and Accounts.

Class 181. Portsmouth—A quantity of blank books, memorandum books, letter-press copy books, etc.—Bidder 19, \$263.45; 75, *\$200.46; 103, \$234.63.

Class 182. Portsmouth—A large quantity of typewriter paper—Bidder 75, \$269.90; 103, \$299.40; 107, *\$252.05.

Class 183. Portsmouth—85 boxes typewriter carbon paper—Bidder 75, \$65.45; 98, \$63.75 and \$42.50; 103, *\$56.10; 107, \$80.75.

Class 184. Portsmouth—Desk baskets, clips, erasers, extractors, eyelets, fasteners, ink, ink-stands, wrapping paper, pencils, steel pens, typewriter ribbons, rulers, desk shears, thumb tacks, etc.—Bidder 19, \$704.47; 75, \$630.43; 98, informal, part of class; 103, *\$632.57.

Class 185. Portsmouth—5,000 linen shipping tags—Bidder 19, \$23.50; 75, *\$21.01; 107, \$23.13.

OPENED AUGUST 22, 1905.

Bidder 1. R. P. Andrews Paper Co., Washington, D. C.

2. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

3. Atlas Portland Cement Co., 30 Broad street, New York.

4. American Distributing Co., James Webb & Son branch, New York.

5. American Steel and Wire Co., 24 State street, New York.

6. American Screw Co., Providence, R. I.

7. J. J. Adams & Co., 128 Greenpoint avenue, Brooklyn, N. Y.

8. Armour & Co., 205 La Salle street, Chicago, Ill.

9. Arkay Rubber Co., 35 Warren street, New York.

† No award.

Schedule of proposals for naval supplies—Continued.

10. American Tube Works, 95 Broad street, Boston, Mass.
11. Samuel R. Allman, 917 Equitable Building, Baltimore, Md.
12. Anchor Lamp Co., 258 Broadway, New York.
13. R. Carter Ballantyne, Washington, D. C.
14. John D. Bowman & Co., 118 Maiden lane, New York.
15. F. O. Boyd & Co., 71 Hudson street, New York.
16. F. S. Banks & Co., 90 Wall street, New York.
17. Joseph Bentley, Methuen, Mass.
18. Bethlehem Steel Co., South Bethlehem, Pa.
19. Berry & Alkens, Bainbridge street wharf, Philadelphia, Pa.
20. Bramhall, Dean & Co., 262 Water street, New York.
21. Benedict & Burnham Manufacturing Co., 263 Water street, New York.
23. Almond W. Barnes, 390 Driggs avenue, Brooklyn, N. Y.
24. Buckeye Iron and Brass Works, Dayton, Ohio.
25. Butterworth Judson Co., Newark, N. J.
26. Bridgeport Brass Co., 253 Broadway, New York.
27. Bell Manufacturing Co., 117 North Main street, St. Louis, Mo.
28. Columbia Incandescent Lamp Co., St. Louis, Mo.
29. Edward Clark, Washington, D. C.
30. J. Ross Collins, 197 West street, New York.
31. Carter & Clark, Washington, D. C.
32. R. B. Corey, 26 Cortlandt street, New York.
33. Columbia Smelting and Refining Works, 365 West street, New York.
34. Cavanaugh Bros. Co. 104 Reade street, New York.
35. James Clendenin, Thames and Caroline streets, Baltimore, Md.
36. Central Metal and Supply Co., Baltimore, Md.
37. R. P. Clarke Co., Washington, D. C.
38. Wm. Wirt Clark & Sons, Baltimore, Md.
39. Crocker-Wheeler Co., Ampere, N. J.
40. Construction Rubber Manufacturing Co., Bloomfield, N. J.
41. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.
42. P. C. Cannon, 919 Wilson avenue, Columbus, Ohio.
43. Chas. Childs & Co., 225 Pearl street, New York.
44. Contact Process Co., Drawer 98, Buffalo, N. Y.
45. Carnegie Steel Co., Pittsburg, Pa.
46. Carpenter Steel Co., Reading, Pa.
47. Crouse-Tremain Carton Co., Fostoria, Ohio.
48. Chas. Corey & Son, 278 Division street, New York.
49. Crucible Steel Co. of America, Pittsburg, Pa.
50. Eugene Dietzgen Co., 119 W. 23d street, New York.
51. Frank S. De Ronde Co., 46 Cliff street, New York.
52. Drew Machinery Agency, Manchester, N. H.
53. John B. Douchy, 116 Broadway, New York.
54. F. W. Devos & C. T. Reynolds Co., 101 Fulton street, New York.
55. Chas. Estel, 20th and Glenwood avenue, Philadelphia, Pa.
56. J. Evenson & Sons, 20th and Wood streets, Philadelphia, Pa.
57. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
58. Engberg's Electric and Mechanical Works, St. Joseph, Mich.
59. The Fairbanks Co., 210 North street, Baltimore, Md.
60. Henry Frank, 40 Spruce street, New York.
61. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
62. The Fuller Co., Detroit, Mich.
63. Fleishmann Co., 600 W. 34th street, New York.
64. Fiske Bros. Refining Co., 56 Worth street, New York.
65. Franklin Electrical Manufacturing Co., Hartford, Conn.
66. Franklin Chemical Works, 2d and Bristol streets, Philadelphia, Pa.
67. R. W. Geldart, 2 Stone street, New York.
68. William D. Gill & Son, 701 President street, Baltimore, Md.
69. General Electric Co., Schenectady, N. Y.
70. General Chemical Co., 65 Broad street, New York.
71. Gutta Percha and Rubber Manufacturing Co., 120 Duane street, New York.
72. Gilmore D. Holmes, Washington, D. C.
73. Hazzard Manufacturing Co., 50 Dey street, New York.
74. A. L. Hirsch, 368 Greenwich street, New York.
75. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
76. Hartman Co., 1221 N. Front street, Philadelphia, Pa.
77. H. A. Hughes Co., 139 Calvert Building, Baltimore, Md.
78. Hutchinson Portland Cement Co., 35 S. William street, New York.
79. Holtzer Cabott Electric Co., Boston, Mass.
80. Hadwin Houghton, 117 Fulton street, New York.
81. Handlan & Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
82. Interstate Electric Co., Ltd., 342 Barrowe street, New Orleans, La.
83. Indiana Manufacturing Co., Peru, Ind.
84. Jenkins Manufacturing Co., 13 Park Row, New York.
85. L. B. James Lumber Co., Boston, Mass.
86. Janden's Electric Co., 180 Huron street, Cleveland, Ohio.
87. J. B. Kendall, Washington, D. C.
88. C. S. Knowles, 7 Arch street, Boston, Mass.
89. Knickerbocker Lime Co., 366 N. 4th street, Philadelphia, Pa.
90. George W. Knowlton, 88 Broad street, Boston, Mass.
91. Lebanon Chain Works, Lebanon, Pa.
92. J. H. Leonard & Co., 13 Park Row, New York.
93. Lorillard Refrigerator Co., 231 W. 34th street, New York.
94. Leeds & Northrup, 259 N. Broad street, Philadelphia, Pa.
95. John Lucas & Co., 322 Race street, Philadelphia, Pa.
96. Lunkenheimer Co., Cincinnati, Ohio.
97. F. H. Lovell & Co., Arlington, N. Y.
98. McCray Refrigerator Co., Washington, D. C.
99. W. B. Moses & Sons, Washington, D. C.
100. Montgomery & Co., 105 Fulton street, New York.
101. Manhattan Supply Co., 127 Franklin street, New York.
102. P. R. Mitchell Co., 185 Canal street, New York.
103. Manning, Maxwell & Moore, 85 Liberty street, New York.
104. John W. Masury & Son, box 1012, New York.
105. McCay Engineering Co., 92 E. Lexington street, Baltimore, Md.
106. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
107. Morse Supply Co., 949 Broadway, New York.
108. R. H. Macy & Co., 34th street and Broadway, New York.
109. William A. Mills, Washington, D. C.
110. Monongahela Iron and Steel Co., Pittsburg, Pa.
111. Mack Manufacturing Co., Land Title Building, Philadelphia, Pa.
112. George McKeustrew Co., Boston, Mass.
113. Midvale Steel Co., Nicetown, Philadelphia, Pa.
114. Massachusetts Chemical Co., Walpole, Mass.
115. Manhattan Oil Co., 21 Front street, New York.

Schedule of proposals for naval supplies—Continued.

116. National Electrical Supply Co., Washington, D. C.
117. National Carbon Co., Cleveland, Ohio.
118. Northampton Portland Cement Co., 26 Broadway, New York.
119. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
120. National Mortar Co., Washington, D. C.
121. New Jersey Brush Co., Newark, N. J.
122. Nicolette Lumber Co., Nicolette, W. Va.
123. New York Belting and Packing Co., 91 Chambers street, New York.
124. New York Shellac Co., 229 Pearl street, New York.
125. National India Rubber Co., 42 Broadway, New York.
126. O'Jaffe & Pinkus, 103 Franklin street, New York.
127. Ox Fibre Brush Co., 31 Hudson street, New York.
128. Old Dominion Paper Co., Norfolk, Va.
129. J. Edw. Ogden, New York.
130. Poole & Mace, 191 N. Front street, New York.
131. S. M. Price Machinery Co., Norfolk, Va.
132. Porter & Moore Co., Norfolk, Va.
133. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
134. Pettingill & Andrews Co., 160 Pearl street, Boston, Mass.
135. H. L. Prouse, 4115 Ogden street, Philadelphia, Pa.
136. Phoenix Paint and Varnish Co., 124 Market street, Philadelphia, Pa.
137. Pratt & Whitney Co., Hartford, Conn.
138. Pittsburg Plate Glass Co., Pittsburg, Pa.
139. Porter Co., 194 Water street, New York.
140. Patton Paint Co., Chester avenue, Newark, N. J.
141. Queen & Co., 1010 Chestnut street, Philadelphia, Pa.
142. Royce & Ricketts, Washington, D. C.
143. Randolph-Clowes Co., Waterbury, Conn.
144. John J. O'Rourke, 9 Worth street, New York.
145. Rudolph, West & Co., Washington, D. C.
146. Hugo Risinger, 11 Broadway, New York.
147. J. B. Roach, Brooklyn, N. Y.
148. Rogers & Payot, 78 Maiden lane, New York.
149. C. J. Ranier & Co., 518 Arch street, Philadelphia, Pa.
150. Republic Rubber Co., 47 Warren street, New York.
151. Richardson & Ross Quarry Co., Betz Building, Philadelphia, Pa.
152. Rome Brass and Copper Co., Rome, N. Y.
153. R. P. Rowe, 100 William street, New York.
154. H. Rosenthal & Bro., 418 West Broadway, New York.
155. H. A. Rogers Co., 19 John street, New York.
156. Slegel-Cooper Co., Sixth avenue, New York.
157. A. P. Swoyer, 17 N. 7th street, Philadelphia.
158. Charles G. Smith & Son, 3218 K street, Washington.
159. Sherman - Brown - Clements Co., 65 Dey street, New York.
160. Southard & Co., 11 Broadway, New York.
161. Stokes Bros. Co., Philadelphia.
162. Shoemaker & Busch, Philadelphia.
163. Charles A. Schieren & Co., 30 Ferry street, New York.
164. Savage Mountain Fire Brick Co., Frostburg, Md.
165. Safety Armorite Conduit Co., 704 Barley Farrel Building, Pittsburg.
166. S. T. Smith Co., 11 Barclay street, New York.
167. B. F. Sturtevant Co., Hyde Park, Mass.
168. Swift & Co., Union Stock Yards, Chicago, Ill.
169. Standard Underground Cable Co., Westinghouse Building, Pittsburg, Pa.
170. Standard Oil Co., Maryland Trust Building, Baltimore, Md.

171. Sterling Electric Manufacturing Co., Warren, Ohio.
172. Stewart Howland Co., 275 Devonshire street, Boston.
173. J. Spencer Turner Co., 88 Worth street, New York.
174. D. A. Tower, 306 Broadway, New York.
175. Edw. A. Temple, 148 William street, New York.
176. Edwin H. Taggart, 209 N. 3d street, Philadelphia.
177. Taunton-New Bedford Co., New Bedford, Mass.
178. J. M. Umstadter, Norfolk, Va.
179. United Supply Co., Washington.
180. United Marine Supply Co., 97 Warren street, New York.
181. John Underwood & Co., 30 Vesey street, New York.
182. Universal Supply Co., 290 Broadway, New York.
183. U. J. Ulery, 7 Warren street, New York.
184. Edward D. Ver Plank, 126 State street, New York.
185. Western Electric Co., 463 West street, New York.
186. John D. Westbrook, Norfolk, Va.
187. Francis T. Witte Hardware Co., 106 Chambers street, New York.
188. Walker & Kepler, 531 Chestnut street, Philadelphia.
189. Wetherill & Bro., 126 S. 30th street, Philadelphia.
191. A. D. Welds Sons, 171 State street, Boston.
192. R. M. Wilkinson Co., Norfolk, Va.
193. John Wanamaker, New York.
194. Frank L. Young & Kimball, 111 Purchase street, Boston.
195. J. A. Zibell, 273 Water street, New York.
196. Keller Printing Co., New York.
197. W. S. Hill Electric Co., New Bedford, Mass.
198. Thos. W. Smith, Washington, D. C.
199. J. R. Wellstein, New York.

SCHEDULE NO. 62.—*Bureau of Yards and Docks.*

Class 1. Norfolk—10,000 incandescent lamps—Bidder 12, *\$1,307; 28, \$1,872.50; 65, \$1,600; 60, \$1,861.35; 82, \$2,091; 107, \$1,673.94; 116, \$1,660; 134, \$1,000; 171, \$1,661.35; 180, \$1,650; 185, \$1,863.13.

Class 2. Norfolk—4,000 arc lamp carbons—Bidder 47, *\$92; 82, \$110; 88, \$110; 116, \$119; 117, \$128; 146, \$123.

Class 3. Norfolk—300 lbs. insulating paint—Bidder 82, \$225; 114, *\$78; 116, \$81; 134, \$165; 185, \$180.

Class 4. Norfolk—12,000 ft. double braided rubber-covered wire, 1,000 ft. duplex rubber-covered wire, 500 ft. flexible dynamo cable, 6,000 ft. telephone wire, 4,000 ft. weatherproof wire, etc.—Bidder 60, *\$1,137.30; 160, \$1,146; 185, \$1,261.95.

Class 5. Norfolk—500 ft. packing-house cord, 500 ft. lamp and 500 ft. nonabrasive lamp cord—Bidder 185, *\$68.75.

Class 6. Norfolk—1 Edwards & Co. No. 140 electrical mechanical gong—Bidder 116, \$21; 185, *\$18.90.

Class 7. Norfolk—Testing set, potentiometer, regulating rheostat, standard cells, volt box, etc.—Bidder 94, \$597; 116, \$628.50; 141, *\$512.10; 185, \$598.

Class 8. Norfolk—1 Weston portable wattmeter and 1 multiple wattmeter—Bidder 82, \$95; 105, \$92.90; 116, \$86.50; 141, \$89.80; 185, *\$85.10.

Class 9. Norfolk—Lubricating varnish thinner, tape, insulating compound, cotton sleeving, fiber sheet, soldering paste, telephone wire, resistance wire, magnet wire, etc.—Bidder 82, \$1,166.44; 86, \$36.50, part; 114, \$18.50, part; 134, *\$1,007.33; 172, \$1,031.70; 180, \$1,236.82.

Class 10. Portsmouth—For installing feeder panels in yards and docks power plant—Bidder 60, *\$1,278; 105, \$1,845; 180, \$1,700.

Class 11. League Island—1,000 tons broken stone—Bidder 38, \$2,250; 89, *\$1,140; 151, \$1,150.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 12. League Island—1,750 oak ties—Bidder 31, \$1,045; 55, \$1,356.25; 57, \$1,750; 135, \$1,688.75; 161, \$1,312.50.

SCHEDULE No. 63.—Bureau of Equipment.

Class 21. Washington—1 7 K. W. generating set—Bidder 39, \$710.50; 58, \$785; 62, \$785; 69, \$775; 167, \$780.

Class 22. Washington—1 13-in. pilot house control projector—Bidder 58, \$235; 69, \$225.

Class 23. Norfolk—30,000 ft. single conductor wire—Bidder 69, \$2,520; 73, \$2,334.70; 180, \$1,935; 185, \$2,369.65.

Class 24. Norfolk—Wall sockets, glass tube fuses, lamp sockets, Grimshaw tape, push buttons, bells, etc.—Bidder 69, \$1,875.55; 82, \$1,960.50; 88, \$2,003; 114, \$52, part; 116, \$1,776; 134, \$2,089; 180, \$1,948; 185, \$1,788.80.

Class 25. Boston—3,000 ft. interior communication cable—Bidder 69, \$865; 180, \$818.25; 185, \$962.50.

Class 26. Boston—About 25,000 ft. copper wire—Bidder 69, \$1,273.75; \$491, part of class; 180, \$1,186.50; \$637, part of class; 185, \$1,246.

Class 27. Boston—250 Leclanche cells—Bidder 82, \$150; 134, \$140; 185, \$132.50.

Class 28. Boston—25 buzzers—Bidder 48, \$137.50; 82, \$150; 185, \$143.75.

Class 29. Boston—2 ventilating sets—Bidder 79, \$180; 185, \$250.

Class 30. Boston—8,250 ft. steel enameled conduit, 1,650 couplings, 530 elbows, 305 long elbows, and 600 outlets—Bidder 165, \$1,023.27; 18, \$969.45.

† Class 31. 2,200 ft. brass enameled conduit and 650 couplings and 230 elbows—Bidder 92, \$1,535.78; 165, \$1,528.59; 188, \$1,629.77.

Class 32. Boston—1,800 interior fittings—Bidder 69, \$634; \$480, part of class; 82, \$995; 97, \$647; \$120, part of class.

Class 33. Boston—A large quantity of electrical supplies, including magnet wire, cells, glasses, plugs, batteries, gaskets, German silver, etc.—Bidder 90, \$100.50, part; 134, \$589.78; \$167.35, part of class; 139, \$640.65; 180, \$563.90; \$217.95, part of class.

Class 34. New York—4 chain cables—Bidder 91, \$20,143.88; 110, \$18,700.

Class 35. Boston—300 tons manilla hemp—Bidder 14, \$81,075.90; 184, \$94,080; 191, \$82,385.

Class 36. New York—143,000 yds. bunting—Bidder 126, \$35,400; 173, \$34,840.

Class 37. New York—150 ladles, 300 vinegar jugs, and 300 butter dishes—Bidder 20, \$615; 101, \$525; 156, \$500.25.

Class 38. New York—500 lbs. soft strip copper—Bidder 26, \$95; 35, \$96.25; 36, \$107.50; 49, \$100; 75, \$96.25; 106, \$96.25; 152, \$92.50.

Class 39. New York—About 422 lbs. strip brass, 546 lbs. brass rod, and 4,324 lbs. sheet brass—Bidder 21, \$1,062.52; 26, \$1,121.62; 35, \$1,062.50; 75, \$1,062.52; 106, \$1,062.52; 143, \$1,037.95; 152, \$1,199.19; 177, \$996.05; 190, \$1,062.52.

† Class 40. Boston—10 gals. insulating paint, 10 gals. paint-removing compound, 25 qts. white enamel, 10 gals. insulating compound, etc.—Bidder 114, \$33, part.

Class 41. New York—7,500 malleable iron unions—Bidder 32, \$1,750; 92, \$2,355; 185, \$1,719.50.

Class 42. New York—300 mapping pens and 300 lettering pens—Bidder 50, \$13.80.

Class 43. New York—300 boatswains' calls, silver—Bidder 67, \$779.80; 100, \$588; 101, \$612; 147, \$555.

Class 44. New York—300 polishing cloths—Bidder 67, \$96.75; 74, \$99.90; 101, \$111; 108, \$66; 147, \$99; 156, \$93.75; 187, \$99.

Class 45. New York—300 cakes plate powder—Bidder 101, \$59.97; 108, \$66; 147, \$54.75.

SCHEDULE No. 64.—Bureau of Ordnance.

Class 51. Newport—5,000 ft. double conductor cable—Bidder 5, \$237.50; 69, \$255; 169, \$188.50; 180, \$375; 185, \$275.

Class 52. Newport—12 testing magnetos, 12 supply boxes, and 12 chemical boxes—Bidder 79, \$633.60; 185, \$96, part.

Class 53. Washington—155,000 hard-burned, dark-red brick—Bidder 109, \$1,556; 111, \$2,139.50; 179, \$1,876.20.

Class 54. Indian Head—8,550 iron mottled brick—Bidder 179, \$256.50.

Class 55. Indian Head—13,000 No. 2 union fire brick—Bidder 29, \$360.40; 38, \$312.80; 72, \$353.60; 87, \$321.23; 120, \$343.60; 142, \$348.16; 164, \$348.56; 179, \$299.20.

Class 56. Indian Head—15,300 vitrified paving brick—Bidder 29, \$382.50; 38, \$413.10; 72, \$266.99; 111, \$417.38, \$348.08, and \$319; 142, \$207.28; 179, \$106.

Class 57. Indian Head—46 cu. yds. blue rubble-stone—Bidder 158, \$138.

Class 58. Indian Head—253 bbls. Portland cement—Bidder 16, \$518.65; 29, \$450.34; 38, \$442.75; 72, \$432.63; 120, \$437.69; 179, \$506.

Class 59. Washington—104 bbls. fresh-burned lime, 5 bbls. Philadelphia black pulp mortar, and 31 bbls. fire clay—Bidder 29, \$204.25; 38, \$249.75; 72, \$190.25; 120, \$186.92; 164, \$62, part.

Class 60. Indian Head—12,800 roofing slate, 250 lbs. slaters' cement, and 250 lbs. slaters' wire roofing nails—Bidder 29, \$352; 38, \$355.96; 78, \$310.44, part; 87, \$269.61; 101, \$428.60; 158, \$290.54; 179, \$309.80.

Class 61. Washington—1 red portage doorsill and lintel, 12 window sills and window lintels—Bidder 158, \$394.

† Class 62. Washington—8 H. H. window frames and sash, 4 casement window frames and sash, and 1 white-pine door—No bids.

† Class 63. Indian Head—18 copper window sills, 150 lbs. copper sheet, 50 lin. ft. spiral copper, and 100 lin. ft. copper gutter—No bids.

Class 64. Washington—A large quantity of Virginia pine and Georgia pine—Bidder 68, \$446.75; 198, \$457.05.

Class 65. Newport—5,000 lbs. sodium carbonate—Bidder 66, \$71.75 and \$67.50; 74, \$131; 162, \$312.50.

Class 66. Newport—200,000 lbs. mixt acids—Bidder 25, \$10,405; 44, \$9,700; 70, \$10,600.

SCHEDULE No. 65.—Bureau of Construction and Repair.

Class 71. Norfolk—About 33,113 ft. white oak—Bidder 2, \$1,704.52; 42, \$2,080.65; 55, \$1,569.86; 57, \$1,754.52; 122, \$2,006.78; 160, \$2,277.07.

Class 72. Boston—About 84,325 ft. yellow pine—Bidder 2, \$3,672.66; 57, \$3,202.20; 85, \$2,949.22; 112, \$3,035.70.

Class 73. New York—8 refrigerators—Bidder 83, \$980; 93, \$1,572; 98, \$1,085.04; 193, \$847.

SCHEDULE No. 66.—Bureau of Supplies and Accounts.

Class 81. Norfolk—Round and flat paint brushes, sash tool brushes, counter dusters and glue brushes, etc.—Bidder 7, \$1,023.19; 154, \$1,028.15.

Class 82. Norfolk—600 deck scrubbing brushes—Bidder 37, \$162; 101, \$144; 121, \$138; 127, \$136.50.

Class 83. Norfolk—50 doz. hand scrubbing brushes—Bidder 37, \$222.50; 101, \$223.50.

Class 84. Norfolk—200 doz. corn brooms—Bidder 11, \$500; 34, \$546; 67, \$563.60; 101, \$748.

Class 85. Norfolk—3,000 bbls. Portland cement—Bidder 3, \$5,100 and \$4,020; 16, \$7,470; 78, \$5,220 and \$4,320; 18, \$4,740; 178, \$4,320 and \$5,120.

Class 86. Norfolk—1,000 lbs. curled hair—Bidder 8, \$364.80; 17, \$350; 38, \$375; 99, \$348.75; 102, \$334.70; 108, \$420; 176, \$355; 182, \$359.70.

Class 87. Norfolk—500 yds. white muslin—Bidder 37, \$345.

Class 88. Norfolk—13,000 lbs. bolts and nuts—Bidder 87, \$1,098.25; 103, \$1,093.25; 129, \$1,179.30; 159, \$923.50.

Class 89. Norfolk—60,000 iron bolts and nuts and 200 lbs. copper burs—Bidder 129, \$157.00, 159, \$163.54; 187, \$221.14.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 90. Norfolk—212 sets machinist's hand nuts—Bidder 16, \$109.56; 67, \$113.38; 76, \$116.64; 81, \$117.40; 87, \$122.23; 100, \$112.66; 101, \$111.54; 103, \$113.84; 132, \$116.96; 137, \$135.56; 145, \$121; 187, \$126.50.

Class 91. Norfolk—About 260 doz. twist drills—Bidder 59, \$580.37; 61, \$509.65; 81, \$511.45; 87, \$500.84; 92, \$500.84; 100, \$500.23; 101, \$531.12; 103, \$501.22; 131, \$508.59; 132, \$501.27; 145, \$501; 159, \$485.18; 187, \$501.48.

Class 92. Norfolk—50 doz. wardrobe locks—Bidder 16, \$210.50; 67, \$211.90; 100, \$208; 101, \$216; 103, \$219; 132, \$253.50; 147, \$263.25; 187, \$265.50.

Class 93. Norfolk—174 gross brass wood screws and 100 gross iron wood screws—Bidder 6, \$127.48; 16, \$119.12; 81, \$123.47; 100, \$125.02; 159, \$124.26; 175, \$121.46; 187, \$115.08.

Class 94. Norfolk—1 doz. glazier's diamonds—Bidder 19, \$124; 101, \$64; 103, \$52.80; 162, \$58.40.

Class 95. Norfolk—12 navy blacksmith's portable forges—Bidder 22, \$552; 52, \$582; 67, \$559.08; 87, \$547.23; 100, \$552; 101, \$624; 103, \$545.28; 132, \$584.20.

Class 96. Norfolk—24 doz. steel shovels—Bidder 59, \$158.40; 100, \$176.40; 103, \$158.40; 187, \$204.

Class 97. Norfolk—Hinges, measures, feeders, wheelbarrows, scissors, clamps, hammers, nail pullers, etc.—Bidder 100, \$1,211.60; 101, \$1,113.40.

Class 98. Norfolk—2,000 lbs. lampwick—Bidder 36, \$370; 101, \$369.40; 132, \$380; 139, \$390.

Class 99. Norfolk—1,200 lbs. rigging leather—Bidder 60, \$432.

Class 100. Norfolk—500 lbs. hydraulic leather—Bidder 60, \$190; 163, \$225.

Class 101. Norfolk—About 2,477 lbs. hard sheet brass, 2,740 lbs. soft sheet brass, and 720 lbs. spring sheet brass—Bidder 21, \$1,221.64; 26, \$1,272.37; 35, \$1,221.63; 75, \$1,221.63; 106, \$1,221.63; 143, \$1,187.40; 152, \$1,367.32; 157, \$1,477.84; 177, \$1,179.83; 190, \$1,221.64.

Class 102. Norfolk—50,000 lbs. ingot copper—Bidder 35, \$8,615; 106, \$8,750; 119, \$8,220.

Class 103. Norfolk—About 41,000 lbs. medium bar steel—Bidder 18, \$922.50; 45, \$910.20; 46, \$1,230; 49, \$1,025; 113, \$1,435; 175, \$1,320.20.

Class 104. Norfolk—10,000 lbs. pig tin—Bidder 33, \$3,370; 35, \$3,323; 106, \$3,650; 119, \$3,424.

Class 105. Norfolk—10 boxes tinned plate—Bidder 106, \$129.

Class 106. Norfolk—About 20,000 lbs. rectangular plates rolled sheet zinc—Bidder 33, \$1,576; 35, \$1,458; 36, \$1,450; 81, \$1,500; 87, \$1,475; 106, \$1,440; 155, \$1,450.

†Class 107. Norfolk—20,000 lbs. slab zinc—Bidder 33, \$1,236; 35, \$634; 36, \$1,196; 106, \$1,250; 119, \$1,230.

Class 108. Norfolk—2,000 ft. upper-deck fire hose—Bidder 71, \$1,400; 123, \$1,560; 131, \$1,520; 186, \$1,580; 192, \$1,340.

Class 109. Norfolk—1,000 ft. wash deck hose—Bidder 71, \$510; 123, \$660; 131, \$645; 186, \$500; 192, \$540.

Class 110. Norfolk—500 ft. rubber hose—Bidder 71, \$375; 123, \$360; 131, \$350; 133, \$300; 186, \$300; 192, \$400.

Class 111. Norfolk—1,300 lbs. flax packing—Bidder 67, \$225.81; 101, \$252.20; 103, \$232.70; 131, \$234; 132, \$208; 133, \$227.50; 155, \$221; 186, \$221; 187, \$260.

Class 112. Norfolk—500 lbs. Tuck's packing—Bidder 71, \$280; 103, \$225; 133, \$300; 150, \$300; 186, \$500.

Class 113. Norfolk—4,000 lbs. sheet packing—Bidder 40, \$2,980; 71, \$2,500; 123, \$3,500; 125, \$2,920.60; 131, \$3,720; 133, \$3,000; 150, \$3,080; 180, \$2,912; 186, \$4,000.

Class 114. Norfolk—5,000 galls. alcohol—Bidder 4, \$1,750; 15, \$1,750; 63, \$1,525; 162, \$1,925.

Class 115. Norfolk—8,000 lbs. black paint—Bidder 43, \$633.75; 54, \$602; 80, \$610.95; 95, \$571; 104, \$623.75; 189, informal, no guarantee.

Class 116. Norfolk—50,000 lbs. white lead in oil—Bidder 41, \$2,842.50; 64, \$2,850; 80, \$3,175; 95, \$3,000; 140, \$2,991.25; 153, \$3,180; 189, \$3,125.

Class 117. Norfolk—25,000 lbs. white zinc in oil—Bidder 54, \$1,850; 80, \$1,875; 95, \$1,720; 104, \$1,670; 140, \$1,750.

Class 118. Norfolk—20 bbls. pitch and 10 bbls. turpentine—Bidder 64, \$145; 67, \$171.20; 74, \$274.10.

Class 119. Norfolk—10,000 lbs. orange shellac—Bidder 124, \$4,900; 148, \$5,600.

Class 120. Norfolk—5,000 galls. mineral kerosene oil—Bidder 64, \$895.50; 170, \$887.50.

Class 121. Norfolk—5,000 galls. raw linseed oil—Bidder 53, \$2,725; 64, \$2,872.50; 95, \$2,600; 136, \$2,625; 138, \$2,650; 153, \$2,600; 162, \$3,075.

Class 122. Norfolk—200 galls. neat's-foot oil—Bidder 8, \$160; 64, \$130; 115, \$130; 130, \$117.

Class 123. Norfolk—2,000 galls. sperm oil—Bidder 53, \$1,300; 64, \$1,568; 116, \$1,600; 147, \$1,500; 162, \$1,390; 194, \$1,455.

Class 124. Norfolk—5,000 lbs. polishing paste—Bidder 27, \$350; 34, \$384.50; 51, \$362.50; 53, \$349; 64, \$475; 74, \$549.50; 92, \$359.50; 101, \$381.50; 162, \$575; 195, \$425.

Class 125. Norfolk—About 12,000 lbs. brass pipe—Bidder 10, \$2,237.11; 21, \$2,358.05; 27, \$2,333.42; 35, \$2,308.80; 75, \$2,282.96; 143, \$2,381.77; 152, \$2,405.50.

Class 126. Norfolk—8,000 sets black steam pipe and 18,000 lbs. galvanized—Bidder 59, \$1,271.40; 76, \$1,288.50; 186, \$1,389.90.

Class 127. Norfolk—Bushings, couplings, elbows, tees, crossings, unions, etc.—Bidder 59, \$333.58; 76, \$336.33 and \$263.13; 84, \$314.90; 101, \$275.25.

Class 128. Norfolk—10 doz. angle valves and 60 doz. globe valves—Bidder 24, \$900.44; 36, \$861.98; 67, \$906.60; 76, \$841; 81, \$841; 92, \$2,097.60; 96, \$987.84; 101, \$889.46; 149, \$909.82; 186, \$957.08.

Class 129. Norfolk—A quantity of writing ink, black and red—Bidder 1, \$282.96; 128, \$275.76.

Class 130. Norfolk—350 doz. white memorandum pads—Bidder 1, \$203; 37, \$297.50; 128, \$280; 174, \$352; 182, \$335.51.

Class 131. Norfolk—700 reams typewriter paper—Bidder 1, \$544; 174, \$526.50; 182, \$549.98; 128, \$620.

Class 132. Norfolk—300 boxes typewriter carbon paper—Bidder 1, \$172.50; 106, \$330; 174, \$202.50; 181, \$825; 182, \$175.50; 128, \$225.

Class 133. Norfolk—A large quantity of rubber erasers and pencils—Bidder 1, \$351.88; 37, \$401.84; 174, \$379.00; 128, \$356.15.

Class 134. Norfolk—A large quantity of faint-ruled blank and memorandum books—Bidder 37, \$432; 174, \$340.64; 128, \$321.78.

Class 135. Norfolk—26 doz. press letter copy books—Bidder 37, \$253.30; 174, \$248.28; 182, \$277.38; 128, \$219.49.

Class 136. Norfolk—100 rolls tracing cloth—Bidder 1, \$613.50; 13, \$616.50; 37, \$616.50; 50, \$616.50; 54, \$616.50; 141, \$616.50; 182, \$616.50; 128, \$616.50.

Class 137. Norfolk—288 btls. ink, 90 doz. pencils, and 100 thumb tacks—Bidder 1, \$145.48; 37, \$145.57; 50, \$142.56; 54, \$155.56; 141, \$154.50; 174, \$145.56; 128, \$148.88.

Class 138. Norfolk—24 doz. desk shears—Bidder 1, \$152.40; 37, \$168; 101, \$192; 174, \$172.20; 183, \$200.04; 128, \$192.48; 187, \$158.40.

Class 139. Norfolk—125,000 linen tags—Bidder 1, \$267; 13, \$282.50; 30, \$321.75; 37, \$279.75; 101, \$334.25; 174, \$346.25; 182, \$332.25; 128, \$300.50.

Class 140. Norfolk—A quantity of rubber bands—Bidder 1, \$209.20; 9, \$185.10; 13, \$207.24; 174, \$207.98; 128, \$224.60.

Class 141. Norfolk—A quantity of miscellaneous stationery—Bidder 1, \$763.59; 37, \$780.55; 174, \$786.18; 183, informal, part of class. 128, \$731.12.

Class 142. Norfolk—1,500 lbs. candles—Bidder 74, \$167.86; 101, \$198.60; 144, \$163.05.

Class 143. Norfolk—10,000 cakes brown laundry soap—Bidder 23, \$325; 56, \$330; 168, \$290; 182, \$327.75.

Class 144. New York—500,000 garment tickets—Bidder 182, \$285; 196, \$225.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

OPENED AUGUST 29, 1905.

Bidder 1. Anchor Lamp Co., 258 Broadway, New York.

2. Ammon & Mackel, 81 Chambers street, New York.

3. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

4. American Steam Gauge and Valve Manufacturing Co., 208 Camden street, Boston, Mass.

5. Ansonia Brass and Copper Co., 99 John street, New York.

6. American Supply Co., Mobile, Ala.

7. American Tube Works, 95 Broad street, Boston, Mass.

8. Alliance Machine Co., Alliance, Ohio.

9. Armour & Co., 205 La Salle street, Chicago, Ill.

10. Armstrong Cork Co., 23d street and Allegheny River, Pittsburg, Pa.

11. Charles H. Besley Co., 15 South Clinton street, Chicago, Ill.

12. Berger-Carter Co., 150 Beale street, San Francisco, Cal.

13. Bruening Cork Co., Oakdale, Pa.

14. Bethlehem Steel Co., South Bethlehem, Pa.

15. Bowers Rubber Co., 42 Sacramento street, San Francisco, Cal.

16. A. W. Barnes, 390 Driggs avenue, Brooklyn, N. Y.

17. E. W. Bliss Co., 17 Adams street, Brooklyn, N. Y.

18. Buffalo Forge Co., Buffalo, N. Y.

19. Boston Woven Hose and Rubber Co., Cambridge, Mass.

20. David Baird & Co., Delaware avenue and Pearl street, Camden, N. J.

21. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.

22. Bridgeport Brass Co., 253 Broadway, New York.

23. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.

24. F. S. Banks & Co., 90 Wall street, New York.

25. C. H. Bull & Co., Norfolk, Va.

26. Boesch Lamp Co., 585 Mission street, San Francisco, Cal.

27. Baker & Co., Inc., 408 New Jersey Railroad avenue, Newark, N. J.

28. Caldwell Bros. Co., 115 Jackson street, Seattle, Wash.

29. R. P. Clarke Co., Washington, D. C.

30. James Clendennan, P. O. box 1012, Baltimore, Md.

31. Charles M. Childs & Co., 225 Pearl street, New York.

32. Central Metal and Supply Co., 609 East Lombard street, Baltimore, Md.

33. Joseph F. Curren, 56 Leonard street, New York.

34. Crew-Levick Co., 113 Arch street, Philadelphia, Pa.

35. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

36. Chloride of Silver Dry Cell Battery Co., 407 N. Paca street, Baltimore, Md.

37. California Electrical Works, 547 Mission street, San Francisco, Cal.

38. H. N. Cook Belting Co., 124 Fremont street, San Francisco, Cal.

39. James B. Clow & Sons, Franklin street, Chicago, Ill.

40. Cutler Electric and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.

41. R. B. Corey, 26 Cortlandt street, New York.

42. Coe Brass Manufacturing Co., Ansonia, Conn.

43. Columbia Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.

44. A. S. Carman, Vallejo, Cal.

45. Eugene Dietzgen Co., 14 1st street, San Francisco, Cal.

46. Driggs-Seabury Ordnance Corporation, Sharon, Pa.

47. Eugene Dietzgen Co., 119 W. 23d street, New York.

48. J. H. Day Co., 1144 Hansen avenue, Cincinnati, Ohio.

49. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.

50. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

51. Darling & Slade, Fall River, Mass.

52. Dover Boiler Works, Dover, N. J.

53. Diamond Cork Co., Hamilton avenue, Smith and Bush streets, Brooklyn, N. Y.

54. Eugene Dietzgen Co., 145 Baronne street, New Orleans, La.

55. Edward J. Elting, Harrison Building, Philadelphia, Pa.

56. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

57. Eastern Drug Co., 14 Fulton street, Boston, Mass.

58. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

59. George J. Fritch & Son, Washington, D. C.

60. Charles Fraser, Betz Building, Philadelphia, Pa.

61. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.

62. Fair Haven Marble and Marbleized Slate Co., Fair Haven, Vt.

63. Fiske Bros. Refining Co., 59 Water street, New York.

64. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

65. N. B. Gaskill, 29th street and Ridge avenue, Philadelphia, Pa.

66. General Electric Co., Schenectady, N. Y.

67. John Greig, 281 W. 11th street, New York.

68. Gorham Rubber Co., 392 Mission street, San Francisco, Cal.

69. Graton & Knight Manufacturing Co., Worcester, Mass.

70. R. W. Geldart, 2 Stone street, New York.

71. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

72. Arthur Gamwell, 1306 Alaska Building, Seattle, Wash.

73. A. L. Hirsh, 368 Greenwich street, New York.

74. Hartman Co., 1231 North Front street, Philadelphia, Pa.

75. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

76. George B. Hewlett, 32 Front street, New York.

77. Hazard Manufacturing Co., 50 Dey street, New York.

78. R. C. Hoffman & Co., Drawer O, Baltimore, Md.

79. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.

80. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.

81. Henshaw, Bulkley & Co., 48 Fremont street, San Francisco, Cal.

82. Hallidie Machinery Co., 315 Second avenue south, Seattle, Wash.

83. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.

84. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

85. Holyoke Belting Co., Holyoke, Mass.

86. Wm. G. Johnson, 819 First avenue, Seattle, Wash.

87. Jenkins Manufacturing Co., 13 Park Row, New York.

88. H. W. Johns-Manville Co., 100 William street, New York.

89. J. B. Kendall, Washington, D. C.

90. David Kahnweiler's Sons, 2 Dover street, New York.

91. C. S. Knowl, 7 Arch street, Boston, Mass.

92. James F. Knapp, 104 Reade street, New York.

93. Keuffel & Esser Co., 127 Fulton street, New York.

94. Lowman & Hanford Stationery and Printing Co., 616 First avenue, Seattle, Wash.

95. Julius Lewin, 118 Chambers street, New York.

96. John Lucas & Co., 322 Race street, Philadelphia, Pa.

Schedule of proposals for naval supplies—Continued.

97. Thomas Lucas, Newport, R. I.
98. J. H. Leonard & Co., 15 Park Row, New York.
99. F. H. Lovell & Co., Arlington, N. J.
100. Library Bureau, 330 Atlantic avenue, Boston, Mass.
101. F. P. May & Co., Washington, D. C.
102. Manhattan Oil Co., 51 Front street, New York.
103. John W. Masury & Son, P. O. box 1012, New York.
104. Morse Supply Co., 940 Broadway, New York.
105. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
106. Midvale Steel Co., P. O. box 1006, Philadelphia, Pa.
107. Montgomery & Co., 105 Fulton street, New York.
108. Manning, Maxwell & Moore, 85 Liberty street, New York.
109. J. C. Martin & Co., 117 New Montgomery street, San Francisco, Cal.
110. R. W. Mastick, 108 Sacramento street, San Francisco, Cal.
111. McCay Engineering Co., 9 E. Lexington street, Baltimore, Md.
112. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
113. Massasoit Manufacturing Co., Fall River, Mass.
114. Morgan Engineering Co., Alliance, Ohio.
115. Mattatuck Manufacturing Co., Waterbury, Conn.
116. McCambridge & Co., Ltd., 525 Cherry street, Philadelphia, Pa.
117. P. R. Mitchell Co., 185 Canal street, New York.
118. Massachusetts Chemical Co., 170 Summer street, Boston, Mass.
119. Wm. S. Miller, Rialto Building, San Francisco, Cal.
120. O. P. Mooney, 1315 Second avenue, Seattle, Wash.
121. M. A. McCormick, Newport, R. I.
122. MacDougall & Southwick Co., 717 First avenue, Seattle, Wash.
123. J. L. Mott Iron Works, 90 Beekman street, New York.
124. National Electrical Supply Co., Washington, D. C.
125. Manhattan Supply Co., 127 Franklin street, New York.
126. Niles-Bement-Pond Co., 111 Broadway, New York.
127. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
128. Nason Manufacturing Co., 71 Beekman street, New York.
129. New York Soap Works, 6 Desbrosses street, New York.
130. Frederick & Nelson, Inc., Second avenue and Madison street, Seattle, Wash.
131. National Carbon Co., W. Madison avenue and Highland street, Cleveland, Ohio.
132. Nicolette Lumler Co., Nicolette, W. Va.
133. Neptune Meter Co., 120 Liberty street, New York.
134. O'Neill Bros., Inc., Howard and Colombine avenue, Philadelphia, Pa.
135. Chas. O'Regan, foot of 24th street, New York.
136. Coggins & Owens, 102 Frederick street, Baltimore, Md.
137. S. Obermayer Co., Cincinnati, Ohio.
138. Oneida Community, Ltd., Kenwood, N. Y.
139. Prometheus Electric Co., 39 Cortlandt street, New York.
140. Porter Co., 194 Water street, New York.
141. G. P. Putnam's Sons, 27 W. 23d street, New York.
142. Pacific Hardware and Steel Co., 46 Townsend street, San Francisco, Cal.
143. Pacific Coast Rubber Co., 453 Mission street, San Francisco, Cal.
144. Pittsburg Meter Co., East Pittsburg, Pa.
145. Frederick Post Co., 28 Reade street, New York.
146. Penn Metal Ceiling and Roofing Co., Ltd., 559 Atlantic avenue, Boston, Mass.
147. Peerless Rooter Manufacturing Co., 16 Warren street, New York.
148. Patterson, Gottfried & Hunter, Ltd., 150 Center street, New York.
149. Phoenix Paint and Varnish Co., 124 Market street, Philadelphia, Pa.
150. Queen & Co., 1010 Chestnut street, Philadelphia, Pa.
151. John A. Roel ling's Sons Co., Trenton, N. J.
152. Riverside Mills, Augusta, Ga.
153. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
154. Rome Brass and Copper Co., Rome, N. Y.
155. Chas. Ross & Son Co., 148 Classon avenue, Brooklyn, N. Y.
156. Wm. Roche, 52 Park Place, New York.
157. Republic Rubber Co., 47 Warren street, New York.
158. Franz Richter, 212 Jackson street, Seattle, Wash.
159. Randolph-Clowes Co., Waterbury, Conn.
160. Hugh Reilly, Washington, D. C.
161. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
162. A. J. Rankin & Co., 15 Pine street, San Francisco, Cal.
163. R. P. Rowe, 100 William street, New York.
164. Railway Supply and Manufacturing Co., 1202 Harrison avenue, Cincinnati, Ohio.
165. John A. Roebbing's Sons Co., 117 Liberty street, New York.
166. Safety Armored Conduit Co., Pittsburg, Pa.
167. Sterling Electrical Manufacturing Co., Warren, Ohio.
168. W. & J. Sloan, Broadway and 19th street, New York.
169. James B. Smith, 318 California street, San Francisco, Cal.
170. James A. Snook & Co., 247 Davis street, San Francisco, Cal.
171. Joseph Stokes Rubber Co., Trenton, N. J.
172. Standard Underground Cable Co., Pittsburg, Pa.
173. Standard Scale and Supply Co., 243 Water street, Pittsburg, Pa.
174. Levi, Strauss & Co., 14 Battery street, San Francisco, Cal.
175. H. Samuel's Lace House Co., Sutter street and Grant avenue, San Francisco, Cal.
176. Wm. G. Stevenson, 132 S. 2d street, Philadelphia, Pa., informal; no guarantee.
177. Wm. M. Shear, 14 Fremont street, San Francisco, Cal.
178. Strawbridge & Clothier, Philadelphia, Pa.
179. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
180. Standard Water Meter Co., 244 Robinson street, Brooklyn, N. Y.
181. Sherman-Brown-Clements Co., 55 Dey street, New York.
182. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
183. Southard & Co., 11 Broadway, New York.
184. Stokes Bros. Co., Inc., 50th street, below Chestnut, Philadelphia, Pa.
185. Standard Oil Co., Baltimore, Md.
186. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
187. Henry B. Thompson & Son Co., New Haven, Conn.
188. Taunton-New Bedford Copper Co., New Bedford, Mass.
189. Tate-Lones & Co., Inc., Empire Building, Pittsburg, Pa.
190. Edward A. Temple, 100 William street, New York.
191. Geo. C. Thomas, 26 Cortlandt street, New York.
192. J. Spencer Turner Co., 86 Worth street, New York.
193. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.

Schedule of proposals for naval supplies—Continued.

194. Universal Supply Co., 290 Broadway, New York.
 195. United Marine Supply Co., 97 Warren street, New York.
 196. M. D. Valentine & Bro. Co., Woodbridge, N. J.
 197. Woodward, Wight & Co., Ltd., New Orleans, La.
 198. Henry R. Worthington, 114 Liberty street, New York.
 199. Walker Electric Co., 2318 Noble street, Philadelphia, Pa.
 200. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 201. Wellman, Seaver, Morgan Co., 42 Broadway, New York.
 202. Western Electric Co., 463 West street New York.
 203. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 204. John Wanamaker, Broadway and 10th street, New York.
 205. Frank L. Young & Kimball, 111 Purchase street, Boston, Mass.

SCHEDULE No. 49.—Bureau of Construction and Repair.

- Class 1. 6 portable oil rivet forges—Bidder 12, *\$570. 81, \$744; 108, \$570; 109, \$708; 186, \$591; 189, \$690.
 Class 2. 1 magnetic separator—Bidder 12, \$345 and \$256; 55, \$250, \$360, \$200, and *\$300. 80, \$357.75; 81, \$323; 108, \$305.
 Class 3. 1 2,500-lb. double frame steam drop hammer—Bidder 8, \$3,465; 81, *\$2,778, 108, \$3,060, 114, \$3,050; 126, \$3,400.
 Class 4. 1 geared trimming press, motor driven—Bidder 17, \$1,900; 80, \$1,900; 81, \$1,620; 108, *\$1,240.
 †Class 5. 1 tube cutting-off saw—No bids.
 Class 6. 1 automatic railway cut-off saw, complete—Bidder 80, \$752; 108, *\$731; 186, \$655.50.

SCHEDULE No. 46.—Bureau of Yards and Docks.

- Class 11. Puget Sound—6,300 ft. paper insulated and lead sheathed telephone cable—Bidder 72, \$1,454.15; 172, *\$1,254.80; 195, \$1,366; 202, \$1,431.50.
 Class 12. Puget Sound—Swage block, anvils, and blacksmith tools—Bidder 72, \$215; 82, \$160.67; 125, *\$155.20.
 Class 13. Puget Sound—30 water meters—Bidder 24, \$340.68; 28, \$384; 82, \$373.14; 83, \$363; 108, \$354; 133, \$400.50; 142, \$384; 144, \$403.20; 180, *\$327; 198, \$354.
 Class 14. Mare Island—50 water meters—Bidder 24, \$669.50; 83, \$642.50; 108, \$630; 133, \$710; 142, \$680; 144, \$714; 180, *\$590; 198, \$630.
 Class 15. Puget Sound—1 paint mixer—Bidder 48, \$85; 82, \$88.50; 108, \$600; 125, \$127.50; 155, *\$82.
 Class 16. Puget Sound—1 mass mixer—Bidder 48, \$185; 82, *\$184.65; 125, \$247.50.

SCHEDULE No. 47.—Bureau of Equipment.

- Class 21. Mare Island—1,600 ft. brass enameled conduit and 1,000 brass enameled elbows—Bidder 37, \$1,017.70; 41, \$1,448.40; 91, \$1,114; 98, \$915; 166, \$1,245.45; 202, \$1,392.65; 98, *\$775.60, part of class.
 Class 22. Mare Island—41,000 ft. steel enameled conduit, 3,700 ft. steel enameled elbows, and 23,500 steel enameled couplings—Bidder 37, \$4,678.95; 41, \$5,142.50; 112, \$4,140.25; 166, \$3,758.50; 202, \$5,086.75; 166, *\$3,487.45.
 Class 23. Mare Island—1,700 monitor bushings for steel enameled conduit, 225 pipe caps, 725 elbows, and 8,000 hexagon nuts—Bidder 37, *\$439.38; 41, \$584.99; 202, \$487.27.
 Class 24. Mare Island—3,000 hexagon lock nuts for brass enameled lock nuts—Bidder 37, *\$350; 41, \$520; 91, \$500; 202, \$560.
 †Class 25. Mare Island—22 voltmeters and 24 ammeters, Weston round type—Bidder 37, \$748.70; 40, \$925.16; 111, \$748; 124, \$806; 181, \$728.86; 199, \$903.60; 202, \$843.30.
 †Class 26. Mare Island—15 circuit breakers—Cancelled.

†Class 27. Mare Island—30 switches—Bidder 37, \$77; 66, \$50; 195, \$40; 202, \$83.50.

Class 28. Mare Island—Key receptacles, interior fittings, etc.—Bidder 26, \$4, 82.50; 90, \$2,651.50; 99, *\$1,978.30; 140, \$2,011.50; 195, \$2,226.90.

Class 29. Mare Island—250 lbs. Grimshaw insulating tape and 100 lbs. Okonite tape—Bidder 37, *\$226; 49, \$268.48; 66, \$200; 91, \$257; 118, \$114.50 and \$97; 124, \$297.50; 202, \$244.

Class 30. Mare Island—190 lbs. enameled covered magnet wire—Bidder 66, *\$53.30; 195, \$96.02.

†Class 31. Mare Island—15,000 ft. twin conductor, 20,000 ft. double conductor, 4,000 ft. double conductor silk, 30,000 ft. bell wire, and 4 lbs. silk wire—Bidder 66, \$4,641.30; 195, \$4,510.40; 202, \$5,481.

Class 32. Mare Island—5,000 ft. bare copper wire and 400 ft. snake (fish) wire—Bidder 195, \$1,151.60; 202, *\$633.

Class 33. Mare Island—10,000 ft. night signal cable and 4,500 ft. interior communication cable—Bidder 66, *\$1,915; 195, \$1,991.50; 202, \$2,385.

†Class 34. Mare Island—70 lbs. micanite board—Bidder 21, \$104.30.

Class 35. Mare Island—250 sections unbleached muslin buffs—Bidder 38, \$75; 79, *\$35.75; 125, \$120; 153, \$72.50.

Class 36. Mare Island—Pattern letters, steel brushes, bristle brushes, corundum wheels, etc.—Bidder 125, \$127.79; 137, *\$102.71.

Class 37. Mare Island—13,000 iron cap screws, 5,000 lag screws, 2,000 bolts and nuts, etc.—Bidder 49, *\$188.50.

Class 38. Mare Island—4 doz. metal band saws—Bidder 79, \$48; 98, \$55.20; 108, \$52.20; 125, \$60; 137, \$144; 181, *\$47.60; 187, \$56.54.

Class 39. Mare Island—1 portable pneumatic screen shaker, 1 pneumatic shaker for wall or post attachment, and 1 magnetic metal separator—Bidder 12, *\$365; 80, \$625; 137, \$470.

Class 40. Mare Island—8 ozs. platinum—Bidder 21, \$216; 27, *\$172.80; 79, \$188; 125, \$219.20.

†Class 41. Mare Island—10 tons pig iron—Bidder 160, \$270.

Class 42. Mare Island—2 ozs. silver solder and 20 lbs. spelter solder—Bidder 21, *\$12.90; 125, \$14.

Class 43. Mare Island—500 lbs. black sheet steel, 500 lbs. galvanized sheet steel, and 500 lbs. Russian iron—Bidder 105, *\$93.50; 142, \$115.50.

Class 44. Mare Island—350 lbs. hard sheet brass, 800 lbs. sheet brass, and 400 lbs. hexagon brass rod—Bidder 23, \$315.79; 30, \$325.59; 83, \$315.79; 75, \$315.79; 105, \$315.79; 142, \$330.45; 188, \$321.75; 84, *\$315.79.

Class 45. Mare Island—50 cells silver chloride for testing sets—Bidder 36, \$48; 154, \$54.50; 202, *\$45.

Class 46. Mare Island—300 gals. gasoline—Bidder 119, \$94.50 and *\$78; 133, \$111.

Class 47. Mare Island—10 gals. Russian black lacquer, 200 lbs. lye, 200 lbs. tripoli cutting and polishing compound, etc.—Bidder 137, *\$138.75.

Class 48. Mare Island—16 lbs. soft rubber tubing—Bidder 19, *\$9.60.

Class 49. Mare Island—70 lbs. hard rubber—Bidder 125, \$112; 195, *\$62.30; 202, \$70.

Class 50. Mare Island—100 ft. seamless brass tubing, 100 ft. copper tubing, and 75 ft. copper tubing—Bidder 23, \$113.02; 30, *\$113.02; 83, \$113.02; 142, \$113.02.

Class 51. Mare Island—4 pieces special slate and 248 pieces Bureau drawing slate—Bidder 62, *\$93.80.

†Class 52. Mare Island—24 sq. ft. litmus paper, 6 reams tissue paper, 2 doz. bottles oil, and 100 sheets filtering paper—No bids.

Class 53. Mare Island—5 stone jars for dip acids—Bidder 21, \$124; 125, \$64.50; 153, *\$50.50.

Class 54. Puget Sound—4 coal tubs—Bidder 21, \$440; 70, \$420; 108, *\$337; 125, \$685; 201, \$540.

SCHEDULE No. 48.—Bureau of Construction and Repair.

- Class 61. Puget Sound—16 doz. spools cotton No. 30, 42 chamois skins, 200 yds. black cambric, 250 yds. webbing, 700 yds. mattress ticking, 15 lbs. spring wire, 15 lbs. leather tufts, and 100 lbs. tow—Bidder 29, \$182.95; 150, *\$173.50; 153, \$627.25.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 62. Puget Sound—1,250 yds. Dowlas linen—Bidder 29, \$395; 122, unit prices: 125, *\$355; 153, \$475; 162, \$424.87; 174, \$371.87; 175, \$375.

Class 63. Puget Sound—2,800 lbs. curled hair—Bidder 9, \$1,056.44; 82, \$1,400; 117, \$991.20; 130, \$1,372; 153, \$1,050; 162, \$979.44; 170, \$1,049.44; 194, *\$979.16.

Class 64. Puget Sound—300 yds. cotton canvas—Bidder 29, *\$59.10; 153, \$96; 192, \$90.

Class 65. Puget Sound—378 lbs. soft steel springs, 15 lbs. copper tacks, 50 lbs. upholstering tacks, etc.—Bidder 125, *\$53.74.

Class 66. Puget Sound—A large quantity of fast joint butts, plate casters, drawer pulls, key rings, etc.—Bidder 72, \$904.50; 86, \$581.86; 125, *\$471.05; 142, \$532.52.

Class 67. Puget Sound—12 rivet forges—Bidder 18, \$180; 28, \$180; 49, \$197.76; 72, \$456; 79, \$180; 80, \$192; 82, \$210.60; 89, \$572.50, *\$168; 142, \$204.

Class 68. Mare Island—48 doz. twist drills—Bidder 12, \$106.71; 72, \$197.90; 79, \$89.32; 98, *\$70.56; 181, \$103.20.

Class 69. Puget Sound—6 doz. cabinet locks and 8 doz. locks—Bidder 49, \$145.16; 72, \$144; 125, \$144; 142, *\$113.70.

Class 70. Puget Sound—200 ft. stitched double belting—Bidder 38, \$156.80; 72, \$91.70; 79, \$144.40; 82, \$174.40; 85, *\$149; 108, \$129.94; 158, \$187.10.

Class 71. Puget Sound—1,300 sq. ft. leather—Bidder 24, \$337.67; 70, \$343.20; 79, \$173.28; 82, \$357.50; 125, \$481; 130, *\$325; 162, \$388.70.

OPENED SEPTEMBER 5, 1905.

Bidder 1. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

2. American Tube Works, 95 Broad street, Boston, Mass.

3. American Screw Co., Providence, R. I.

4. American Distributing Co., 50 Stone street, New York.

5. American Glue Co., 121 Beverly street, Boston, Mass.

6. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

7. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

8. Adams-Bagnall Electric Co., Cleveland, Ohio.

9. Armstrong Cork Co., 23d street and Allegheny River, Pittsburg, Pa.

10. American Emery Wheel Works, Providence, R. I.

11. American Steel Foundries, 42 Broadway, New York.

12. Abrasive Material Co., 72d and Upland streets, Philadelphia, Pa.

13. Abraham & Straus, 420 Fulton street, Brooklyn, N. Y.

14. R. Carter Ballantyne, Washington, D. C.

15. Bausch & Lomb Optical Co., Rochester, N. Y.

16. Bruening Cork Co., Oakdale, Pa.

17. Bridgeport Brass Co., 253 Broadway, New York.

18. Boston Woven Hose and Rubber Co., Boston, Mass.

19. Berlin Machine Works, Beloit, Wis.

20. Bramhall-Deane Co., 262 Water street, New York.

21. Bruce Type Foundry, 29 Great Jones street, New York.

22. G. W. Bent & Co., 98 Causeway street, Boston, Mass.

23. Buffalo Forge Co., Buffalo, N. Y.

24. Buckeye Iron and Brass Works, Dayton, Ohio.

25. John Brown & Sons, 722 E. Pratt street, Baltimore, Md.

26. Berry & Alkins, Bainbridge street wharf, Philadelphia, Pa.

27. Belknap Hardware and Manufacturing Co., Louisville, Ky.

28. Bethlehem Steel Co., South Bethlehem, Pa.

29. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.

30. Bridgeford & Co., Louisville, Ky.

31. A. W. Barnes, 390 Driggs avenue, Brooklyn, N. Y.

32. F. E. Brandis Sons & Co., 814 Gates avenue Brooklyn, N. Y.

33. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.

34. Buff & Buff Manufacturing Co., Jamaica Plains, Boston, Mass.

35. F. S. Banks & Co., 90 Wall street, New York.

36. Boesch Lamp Co., 585 Mission street, San Francisco, Cal.

37. Bowers Rubber Co., 42 Sacramento street, San Francisco, Cal.

38. C. J. Caughy, 128 Franklin street, New York.

39. Crew Levick Co., 113 Arch street, Philadelphia, Pa.

40. Carpenter Steel Co., Reading, Pa.

41. Carnegie Steel Co., Pittsburg, Pa.

42. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

43. Jos. F. Curren, 56 Leonard street, New York.

44. R. P. Clarke Co., Washington, D. C.

45. Carter & Clark, Washington, D. C.

46. Chelsea Clock Co., 16 State street, Boston, Mass.

47. Caldwell Bros. Co., 115 Jackson street, Seattle, Wash.

48. James Clendenin, P. O. box 1002, Baltimore, Md.

49. Cavanagh Bros. & Co., 104 Reade street, New York.

50. Crocker-Wheeler Co., Ampere, N. J.

51. Conner, Fendler & Co., 56 Beekman street, New York.

52. Carter, Macy & Co., 142 Pearl street, New York.

53. Crown Distilleries Co., 73 Beale street, San Francisco, Cal.

54. Central Metal and Supply Co., 609 Lombard street, Baltimore, Md.

55. Driggs-Seabury Ordnance Co., Sharon, Pa.

56. F. B. Dallam, 230 Front street, San Francisco, Cal.

57. C. A. Dickie, 205 La Salle street, Chicago, Ill.

58. Arthur L. De Groff, Beach and Washington streets, New York.

59. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.

60. Drew Machinery Agency, Manchester, N. H.; informal, no guaranty.

61. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

62. Joseph N. Early, 127 Reade street, New York.

63. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

64. Samuel Eastman & Co., Concord, N. Y.; informal, no guaranty.

65. Henry Frank, 40 Spruce street, New York.

66. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.

67. Fred Brenner Lumber Co., Norfolk, Va.

68. Fitz, Dana & Co., 110 North street, Boston, Mass.

69. Fiske Bros. Refining Co., 59 Water street, New York.

70. Fox Machine Co., Grand Rapids, Mich.

71. Fairbanks Co., 416 Broome street, New York.

72. Gulf Redistilling and Rectifying Co., Magazine street, New Orleans, La.

73. Emil Greiner Co., 45 Cliff street, New York.

74. W. C. Gold, 235 Race street, Philadelphia, Pa.

75. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

76. Geo. W. Gale Lumber Co., Cambridge, Mass.

77. H. C. Gale, Lebanon, Pa.

78. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

79. R. W. Geldart, 2 Stone street, New York.

80. General Electric Co., Schenectady, N. Y.

81. W. G. Gilmore, jr., 52 Franklin street, New York.

82. Arthur Gamwell, Seattle, Wash.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

83. A. M. Greenwood Oil Co., 71 High street, Boston, Mass.
84. F. W. Hannahs, 866 Broad street, Newark, N. J.
85. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.
86. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
87. James L. Belote, 81 Commune street, Norfolk, Va.
88. A. L. Hirsch, 348 Greenwich street, New York.
89. Hooper, Lewis & Co., 107 Federal street, Boston, Mass.
90. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
91. R. C. Hoffman & Co., Drawer O, Baltimore, Md.
92. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
93. Helios Manufacturing Co., Bridesburg, Philadelphia, Pa.
94. Holtzer-Cabot Electric Co., Brookline, Mass.
95. Hallidie Machinery Co., 315 Second avenue, Seattle, Wash.
96. Frank A. Hall, 120 Baxter street, New York.
97. S. F. Hayward & Co., 20 Warren street, New York.
98. G. C. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.
99. Harrington, King & Co., 79 Commercial place, Boston, Mass.
100. Geo. R. Johnson, Light and Lee streets, Baltimore, Md.
101. Jandus Electric Co., 180 Huron street, Cleveland, Ohio.
102. H. W. Johns-Manville Co., 100 William street, New York.
103. Jones of Binghamton, Binghamton, N. Y.
104. E. B. James Lumber Co., 16 Central street, Boston, Mass.
105. Jenkins Manufacturing Co., 13 Park Row, New York.
106. Keasby & Mattison Co., Ambler, Pa.
107. Arthur Koppel, 66 Broad street, New York.
108. Keuffel & Esser Co., 127 Fulton street, New York.
109. David Kahnweiler's Sons, 2 Dover street, New York.
110. Thomas Kells Sons Co., 240 India street, Brooklyn, N. Y.
111. George W. Knowlton, 88 Broad street, Boston, Mass.
112. J. B. Kendall, Washington, D. C.
113. J. H. Leonard & Co., 15 Park Row, New York.
114. Lunkenheimer Co., Cincinnati, Ohio.
115. Theo. Livingston, jr., 56 Hudson street, New York.
116. Robert Leding, Washington, D. C.
117. F. H. Lovell & Co., Arlington, N. J.
118. Michigan Chemical Co., Essexville, Mich.
119. Mackall Bros., Washington, D. C.
120. Manning, Maxwell & Moore, 85 Liberty street, New York.
121. R. W. Mastick, 308 Sacramento street, San Francisco, Cal.
122. Morse Bros., Bath, Me.
123. Monongahela Iron and Steel Co., P. O. box 215, Pittsburg, Pa.
124. Massasoit Manufacturing Co., Fall River, Mass.
125. R. H. Macy & Co., Broadway and 34th street, New York.
126. James R. Michael, 280 Broadway, New York.
127. C. F. Matthuge, 335 Greenwich street, New York.
128. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
129. Midvale Steel Co., P. O. box 1406, Philadelphia, Pa.
130. Manhattan Supply Co., 127 Franklin street, New York.
131. Andrew J. Morse & Sons (Inc.) 221 High street, Boston, Mass.
132. Nason Manufacturing Co., 71 Beekman street, New York.
133. New York Lubricating Oil Co., 116 Broad street, New York.
134. New Jersey Foundry and Machine Co., 9 Murray street, New York.
135. National Carbon Co., Cleveland, Ohio.
136. New Jersey Car Spring and Rubber Co., Jersey City, N. J.
137. National Electrical Supply Co., Washington, D. C.
138. O'Jaffe & Pinkus, 103 Franklin street, New York.
139. John J. O'Rourke, 5 Worth street, New York.
140. Ostheimer Bros., 900 Chestnut street, Philadelphia, Pa.
141. O'Neill Bros (Inc.) Howard and Columbia avenues, Philadelphia, Pa.; informal, no guarantee.
142. Old Dominion Paper Co., Norfolk, Va.
143. Pettingell, Andrews & Co., 160 Pearl street, New York.
144. Penn Steel Casting and Machine Co., Chester, Pa.
145. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
146. Porter & Moore Co., Norfolk, Va.
147. Page Belting Co., Concord, N. H.
148. Pacific Hardware and Steel Co., Mission and Fremont streets, San Francisco, Cal.
149. Porter Co., 194 Water street, New York.
150. Penn Metal Ceiling and Roofing Co. (Ltd.) 550 Atlantic avenue, Boston, Mass.
151. Price & Keene, 1211 Walnut street, Philadelphia, Pa.
152. Pacific Hardware and Steel Co., 700 7th street, San Francisco, Cal.
153. Queen & Co. (Inc.) 1010 Chestnut street, Philadelphia, Pa.
154. Republic Rubber Co., 47 Warren street, New York.
155. Railway Supply Manufacturing Co., Cincinnati, Ohio.
156. Riverside Metal Co., Riverside, N. J.
157. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
158. Rudolph & West Co., Washington, D. C.
159. Riverside Mills, Augusta, Ga.
160. Randolph-Clowes Co., Waterbury, Conn.
161. J. B. Roache, 350 Fulton street, New York.
162. Wm. C. Robinson & Son Co., 336 North street, Baltimore, Md.
163. Rome Brass and Copper Co., Rome, N. Y.
164. Henry Raphael, 169 Duane street, New York.
165. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
166. Edw. Richardson, 318 North Holliday street, Baltimore, Md.
167. Royce & Ricketts, Washington, D. C.
168. Thomas W. Smith, Washington, D. C.
169. Fred Schmidt, Washington, D. C.
170. Sharp & Sons, Washington, D. C.
171. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
172. Sherman-Brown-Clements Co., 55 Dey street, New York.
173. James K. Shaw, 25 Duane street, New York.
174. H. B. Smith Machine Co., Smithville, N. J.
175. B. F. Sturtevant Co., Hyde Park, Mass.
176. Sussfeld, Lorsch & Co., 37 Maiden Lane, New York.
177. Standard Scale and Supply Co., 213 Water street, Pittsburg, Pa.
178. Strawbridge & Clothier, Philadelphia, Pa.
179. Southard & Co., 11 Broadway, New York.
180. Sansom & Rowland, 511 Commerce street, Philadelphia, Pa.
181. Stokes Bros. Co. (Inc.), 30th street, below Chestnut, Philadelphia, Pa.
182. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
183. J. J. Shannon & Co., 1744 Market street, Philadelphia, Pa.; informal, no guarantee.
184. Smith-Courtney Co., Richmond, Va.

Schedule of proposals for naval supplies—Continued.

185. Sibley & Pitman, 26 Warren street, New York.
 186. Schwarzschild & Sulzberger Co., 45th street and 1st avenue, New York.
 187. Walter B. Timms, 61 Hudson street, New York.
 188. Taunton-New Bedford Copper Co., New Bedford, Mass.
 189. J. Spencer Turner Co., 86 Worth street, New York.
 190. Edward A. Temple, 100 William street, New York.
 191. C. J. Toerring Co., 2318 Noble street, Philadelphia, Pa.
 192. George C. Thomas, 26 Cortlandt street, New York.
 193. Thresher Electric Co., Dayton, Ohio.
 194. United Marine Supply Co., 97 Warren street New York.
 195. Universal Supply Co., 200 Broadway, New York.
 196. John D. Westbrook, Norfolk, Va.
 197. Western Electric Co., 463 West street, New York.
 198. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 199. Waterbury Brass Co., Waterbury, Conn.
 200. John Wanamaker, Broadway and 10th street, New York.
 201. R. A. & J. J. Williams, 22d and York streets Philadelphia, Pa.
 202. F. T. Witte Hardware Co., 106 Chambers street, New York.
 203. Ernest Wiener Co., 68 Broad street, New York.
 204. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 205. R. M. Wilkinson Co. (Inc.), Norfolk, Va.
 206. S. A. Wood's Machine Co., South Boston, Mass.
 207. Wm. P. Youngs & Bros., 1st avenue and 35th street, New York.
 208. Wm. James Buttfeld, 90 Wall street, New York.
 209. Brown & Sharpe Manufacturing Co., Providence, R. I.
 210. Louisiana Distillers Co. (Ltd.), P. O. Box 47, New Orleans, La.
 211. H. Humphreys, Philadelphia, Pa.
 212. Sidney Thursby, 73 Hudson street, New York.
 213. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
 214. Crane & Co., 165 Jackson street, Seattle, Wash.
 215. Washington Broom and Woodenware Co., Seattle, Wash.
 216. Pacific Tool and Supply Co., San Francisco, Cal.
 217. Philip Carey Manufacturing Co., Cincinnati, Ohio.

SCHEDULE No. 57.—Bureau of Yards and Docks.

†Class 1. Mare Island—120 squares ready roofing—No bids.

SCHEDULE No. 58.—Bureau of Equipment.

- Class 11. Mare Island—96 dry cells—Bidder 135, *\$52.80; 197, \$56.64.
 Class 12. Mare Island—4 electric towing lights—Bidder 36, *\$196; 149, \$220; 194, \$252.
 Class 13. Mare Island—1,000 2-wire Duggan cleats—Bidder 194, \$25; 197, *\$24.
 †Class 14. Mare Island—Porcelain cleats and insulators—No bids.
 Class 15. Mare Island—2 50-K. W. generating sets and parts—Bidder 50, \$9,955.50; 80, \$9,718.05; 175, *\$8,568.60.
 †Class 16. Mare Island—300 lbs. double distilled mercury—Bidder 88, \$251.70.
 Class 17. Mare Island—50 ft. seamless brass tubing—Bidder 33, *\$51.50; 48, \$53; 160, \$52.

*Accepted.

Class 18. Mare Island—25 sections Navy standard range—Bidder 20, *\$2,500.

Class 19. Mare Island—2 sheets Spanish felt and 3 wheels Spanish felt—No bids.

SCHEDULE No. 59.—Bureau of Ordnance.

Class 21. Santa Cruz, Cal.—50,000 lbs. alcohol—Bidder 53, \$23,750; 72, *\$23,000 and \$22,000; 210, \$21,500.

SCHEDULE No. 60.—Bureau of Construction and Repair.

Class 31. Puget Sound—2 motor drives for 2-spindle upright molding machine—Bidder 47, \$548.50; 70, \$512; 95, *\$750; 206, \$800; 213, \$498 and \$427.

Class 32. Puget Sound—1 automatic knife grinder, motor driven—Bidder 19, *\$443; 77, \$431.40; 85, \$475; 95, \$538.42 and \$451.10; 206, \$650; 213, \$405.

Class 33. Puget Sound—1 motor driven dimension planer—Bidder 19, \$1,995; 47, \$2,883.67; 95, *\$1,793.88.

Class 34. Puget Sound—1 motor driven 4-roll single surfacer—Bidder 19, *\$800; 47, \$1,381.75; 95, \$917.52; 174, \$980; 213, \$750.

Class 35. Puget Sound—1 motor driven hand planer—Bidder 19, \$515; 47, \$601.07; 70, *\$425; 85, \$460; 95, \$484.50; 174, \$445; 213, \$456.

Class 36. Mare Island—1 motor driven saw grinder—Bidder 216, *\$270.

SCHEDULE No. 61.—Bureau of Supplies and Accounts.

Class 41. Puget Sound—160 lbs. pump leather and 300 lbs. rigging leather—Bidder 95, *\$174.90; 121, \$191.20; 130, \$271.70.

Class 42. Puget Sound—30 bundles of leather lacing—Bidder 59, \$25.72; 95, \$30; 120, *\$24; 121, \$33.75; 130, \$29.10; 82, \$36.25.

Class 43. Puget Sound—1,500 lbs. bolts and nuts, 200 lag screws and 700 lbs. washers—Bidder 95, *\$106.40; 112, \$138.11; 120, \$132.50; 152, \$807.

Class 44. Puget Sound—A large quantity of brass machine screws—Bidder 27, \$180.33; 35, \$192.81; 59, \$201.94; 92, *\$173.69; 95, \$271.36; 152, \$224.56; 190, \$181.85.

Class 45. Puget Sound—Brads, garnet paper, spikes, brass wire, etc.—Bidder 95, *\$206.91; 130, \$253.40; 152, \$356.80.

Class 46. Puget Sound—12 doz. padlocks—Bidder 35, \$78.96; 59, \$94.80; 79, *\$76.92; 120, \$79.68; 130, \$83.28; 152, \$82.08; 158, \$79.08; 161, \$85.68; 202, \$96.

Class 47. Puget Sound—3,500 lbs. galvanized sheet steel—Bidder 92, \$157.50; 95, \$157.50; 112, \$148.75; 152, \$143.50; 214, *\$124.75.

Class 48. Puget Sound—2,000 lbs. sheet steel—Bidder 92, \$88; 95, \$76; 112, \$78; 128, \$92; 152, \$78.80; 214, *\$65.

Class 49. Puget Sound—About 7,900 lbs. mild round steel—Bidder 40, *\$237; 42, \$363.40; 95, \$252.80; 152, \$244.90; 190, \$297.83.

Class 50. Puget Sound—500 lbs. solder—Bidder 82, \$160; 95, \$120; 128, *\$112.50; 214, \$115.

Class 51. Puget Sound—About 12,500 lbs. iron—Bidder 95, *\$337.50; 123, \$531.25.

Class 52. Puget Sound—About 530 lbs. flax packing—Bidder 59, \$104.62; 79, \$90.80; 82, \$201.40; 95, *\$98.05; 120, \$105.47; 172, \$121.90.

Class 53. Puget Sound—400 lbs. sheet gum gasket—Bidder 37, \$408; 59, \$49.0; 75, \$396; 82, \$540; 95, *\$380; 111, \$436; 194, \$399.60.

Class 54. Puget Sound—Polishing paste, paints, sal ammoniac, etc.—Bidder 88, *\$243.90; 157, \$774.50.

Class 55. Puget Sound—About 1,200 lbs. brass pipe—Bidder 33, \$254.50; 48, \$260.20; 82, \$456; 95, informal; 148, *\$252.10; 214, \$258.

Class 56. Puget Sound—3,000 ft. black-iron pipe and 4,200 ft. galvanized-iron pipe—Bidder 82, \$456.20; 95, \$408.20; 214, *\$352.43.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 57. Puget Sound—6 doz. brass bushings, 20 doz. brass elbows, and 24 doz. brass unions—Bidder 24, \$249.20; 82, \$334.40; 86, \$242.20; 92, \$242.20; 105, *\$183.56; 120, \$259.50; 152, \$303.30; 214, \$209.73.

Class 58. Puget Sound—22 doz. black-iron elbows, 26 doz. galvanized-iron elbows, 6 doz. iron tees, and 18 doz. galvanized-iron unions—Bidder 82, \$106.70; 152, \$84.82; 214, *\$79.60.

Class 59. Puget Sound—A quantity of miscellaneous valves—Bidder 24, \$562.84; 79, \$594.38; 86, \$560; 92, \$558; 113, \$988.80; 114, \$644.80; 152, \$678.50; 213, *\$529.25.

Class 60. Puget Sound—3,000 lbs. cotton waste—Bidder 59, \$352.20; 79, \$327.90; 82, \$480; 95, *\$327.

Class 61. Puget Sound—36 doz. corn brooms—Bidder 56, \$155; 79, \$144.72; 130, \$172.80; 157, \$150.48; 215, \$142.20.

Class 62. Puget Sound—100 lbs. cotton twine—Bidder 130, *\$32.

SCHEDULE 82.

Class 71. League Island—91 arc lamps—Bidder 8, \$910; 80, \$1,001; 93, *\$773.50; 101, \$950.75; 137, \$950.95; 185, \$941.85; 191, \$887.25; 194, \$1,069.25.

Class 72. Boston—3,000 feet lamp cord and 7,500 feet copper wire—Bidder 80, \$451; 194, \$611; 197, *\$344; 204, \$361.15.

Class 73. Boston—35 fused switches, 500 galvanized-iron wire lamp cords, 500 lamp sockets, and 500 sockets—Bidder 143, *\$229.25; 194, \$347.50; 197, \$255.25.

Class 74. New York—Spiral riveted pipe and elbows—Bidder 86, \$352; 130, *\$304; 132, \$331.98.

SCHEDULE 83.

Class 81. Boston—1 electric motor—Bidder 80, *\$662.

Class 82. New York—4 portable ventilating sets—Bidder 94, *\$360; 175, \$378.

Class 83. Norfolk—4,500 interior fittings—Bidder 80, *\$1,270; 87, \$2,200; 117, \$1,440.

Class 84. New York—34 dry battery cells and 200 lbs. Morse writer tape—Bidder 197, *\$41.90.

Class 85. New York—Ammeters, condensers, registers, coherers, and relays—Bidder 140, *\$1,980.

Class 86. New York—72 tin bath tubs—Bidder 113, \$147.60; 125, \$128; 130, \$151.20; 161, \$141.60; 171, *\$115.20; 200, \$120.

Class 87. New York—12 water coolers and filters—Bidder 20, \$216; 125, \$350.04; 136, *\$187.20.

Class 88. New York—4,000 ft. phosphor-bronze wire—Bidder 48, *\$73.92; 79, \$113.63; 120, \$393.85; 130, \$77.60; 156, \$125.20; 166, \$121.80; 194, \$99.

Class 89. New York—4 smoothing irons—Bidder 130, \$33.60; 137, *\$32.

Class 90. New York—Sailmakers' supplies—Bidder 120, \$157.40; 130, *\$140.82; 161, \$141.32.

Class 91. New York—2 platform folding scales—Bidder 71, *\$41.92; 79, \$44.66; 103, \$45; 120, \$44.70; 130, \$48.80; 177, \$46.

Class 92. Washington—15 surveying sextants—Bidder 15, *\$1,087.50; 32, \$1,460; 34, \$1,095; 108, \$1,095.

Class 93. Washington—75 spy glasses—Bidder 116, \$537; 151, \$517.50; 153, *\$450; 176, \$525.

Class 94. Washington—80 quartermaster's spy glasses—Bidder 15, \$1,455; 116, \$1,085.20; 151, \$1,024; 153, \$984; 176, \$955; 15, *\$420; 176, *\$642.

Class 95. Washington—10 clinometers—Bidder 116, \$155.20; 153, \$155; 169, \$187; 176, *\$145.50.

Class 96. Washington—10 boat clocks—Bidder 46, *\$120.

Class 97. Washington—10 deck clocks—Bidder 46, *\$135.

Class 98. Washington—10 octants—Bidder 32, \$750; 108, \$705; 15, *\$635.

Class 99. Washington—10 sets drawing instruments—Bidder 108, \$195; 153, \$285; 169, *\$147.50; 170, \$297.50.

Class 100. Washington—10 navigators' dividers, 10 barometers, 10 steel tapes, and 10 T-straps—Bidder 32, \$72.50, part; 108, *\$204.40; 153, \$217.30; 169, \$232.50; 176, \$71.90, part.

*Accepted.

Class 101. New York—400 paper protractors—Bidder 108, \$54; 169, *\$54.

†Class 102. New York—2,000 clothes washers—Bidder 86, \$190.

Class 103. New York—100 lbs. hard rubber rod—Bidder 35, *\$77.40; 130, \$89; 194, \$89; 197, \$85.

Class 104. Norfolk—31,000 yds. cotton canvas—Bidder 126, \$11,720; 138, \$11,000; 139, \$11,650; 205, *\$8,895.

Class 105. New York—50 boat stoves—Bidder 20, \$997.50; 30, \$2,125; 62, *\$847.50.

Class 106. New York—1,710 cork life jackets—Bidder 9, *\$2,479.50; 16, \$3,078; 109, \$3,676.50.

Class 107. New York—100 cork anchor buoys—Bidder 9, \$2,400; 16, \$2,400; 109, *\$2,200.

Class 108. New York—2 printing outfits—Bidder 21, \$637.72; 51, *\$318.74.

Class 109. New York—Rubber stamps—No bids.

SCHEDULE 84.

Class 111. Annapolis—7 motor starting rheostats—Bidder 80, *\$67.35; 137, \$292; 197, \$179.50.

Class 112. Annapolis—A quantity of bench vises, micrometers, calipers, gages, punches, screwjacks, etc.—Bidder 25, *\$335.57; 130, \$371.74; 158, \$360.12; 209, Informal, part of class.

Class 113. One chlorimeter, 1 oil tester, 1 fire tester, and 1 viscosimeter—Bidder 130, \$172; 153, *\$167.

Class 114. Annapolis—150 drawing boards and 150 tee squares—Bidder 108, \$204; 153, \$234; 169, *\$180; 170, \$330.

Class 115. Annapolis—Steam pipe, malleable-iron fittings—Bidder 25, \$330.95; 86, *\$215.05.

Class 116. Annapolis—Regulator valves and gages—Bidder 25, \$410.70; 35, \$327, part; 86, \$415 and *\$371; 120, \$482.50 and \$410.50; 130, \$429.50.

SCHEDULE 85.

Class 121. Brooklyn—Brooms, brushes, galvanized-iron buckets, matches, etc.—Bidder 13, \$1,357.95; 49, \$1,468.75; 62, \$1,608.25; 125, \$1,494.60, part; 130, \$1,298.90; 187, *\$1,234.50.

Class 122. Brooklyn—200 mattresses, 220 pillows, and 550 pillow covers—Bidder 13, \$2,799; 96, \$2,390.80; 125, \$3,079; 130, *\$2,282.10; 171, \$2,563.90; 178, \$2,554.50; 200, \$2,631.

Class 123. Brooklyn—600 bedspreads, 800 blankets, 2,200 pillow cases, 2,100 sheets, 4,200 towels, and 1,200 yds. toweling—Bidder 81, unit prices; 125, \$1,889, part; 130, \$5,340; 171, *\$5,065.29; 178, \$5,980; 200, \$5,242.19.

Class 124. Brooklyn—300 bedspreads, 350 blankets, 1,000 pillow cases, 1,500 sheets, and 2,000 towels—Bidder 81, unit prices; 125, \$1,215, part; 130, \$2,858.50; 171, *\$2,621.25; 178, \$3,120.50; 200, \$2,736.

Class 125. Brooklyn—300 suits pajamas—Bidder 13, \$262.50; 125, *\$189; 130, \$267; 200, \$249.

Class 126. Brooklyn—Pitchers, basins, buckets, etc.—Bidder 13, \$271.66; 125, \$304.80; 130, \$298.26; 171, *\$265.52.

Class 127. Brooklyn—Brushes, buckets, chairs, etc.—Bidder 13, \$210.82; 49, \$296.12; 125, \$98.80, part; 130, *\$202.20; 171, \$219.10.

Class 128. Brooklyn—2,000 each cups and saucers and 1,700 each bowls and plates—Bidder 13, \$974; 125, \$466, part; 171, \$934; 173, *\$866.50; 178, \$911.50; 200, \$896.50.

Class 129. Brooklyn—Kitchen utensils—Bidder 13, \$878.49; 125, \$750.82; 130, *\$712.20; 171, \$778.82; 173, \$726.20.

Class 130. Brooklyn—Kitchen utensils—Bidder 13, \$1,612.93; 125, \$1,512.06; 130, \$1,659.72; 171, \$1,556.36; 178, \$1,541.58; 200, *\$1,503.72.

SCHEDULE 86.

†Class 131. Newport News—Electrical equipments—Bidder 80, \$13,500 and \$13,387.50; 193, \$10,441.

†Class 132. Philadelphia—Electrical equipments—Bidder 80, \$7,000 and \$6,887.50; 193, \$5,120.

† No award.

Schedule of proposals for naval supplies—Continued.

†Class 133. Quincy, Mass., Camden, N. J., and Newport News—Electrical equipment—Bidder 80, \$10,500 and \$10,387.50; 193, \$7,920.

Class 134. Washington—Window glass, scoops, platinum ware, test tubes, etc.—Bidder 73, \$748.95; 119, \$709.77; 130, \$826.42; 153, \$794.32; 119, \$713.36.

Class 135. Washington—2,500 lbs. steel wire common nails—Bidder 48, \$55; 66, \$62.50; 79, \$55.45.

Class 136. Washington—600 gross flat-head brass screws—Bidder 3, \$228; 25, \$240.50; 35, \$212; 54, \$237.65; 66, \$210; 92, \$205.40; 130, \$236; 172, \$216.70; 180, \$206.27; 190, \$222; 202, \$215.50.

Class 137. Norfolk—Carborundum wheels—Bidder 92, \$21.85; 120, \$20.49; 130, \$23.50; 184, \$21.81.

Class 138. Norfolk—Steel-bar carpenter's clamps—Bidder 25, \$81.80; 120, \$81.30; 130, \$83.40.

†Class 139. Washington—3 sets measuring spikes—No bids.

Class 140. Washington—87,000 ft. white ash—Bidder 6, \$4,850; 45, \$4,974; 61, \$5,640; 63, \$5,104; 67, \$4,984; 78, \$4,689.52; 168, \$4,996; 181, \$5,157; 201, \$5,065.

Class 141. Washington—5,000 ft. white hickory—Bidder 45, \$382; 63, \$380; 78, \$377.99; 168, \$390.

Class 142. Washington—14,000 ft. white pine, 20,000 ft. Georgia pine, 10,000 ft. white pine, and 15,000 ft. Virginia pine—Bidder 6, \$1,839.78; 45, \$2,457.10; 63, \$1,838.17; 78, \$1,925.75 and \$2,611.99; 168, \$2,125.29; 201, \$2,961.60.

Class 143. Washington—8,500 ft. yellow poplar, No. 1—Bidder 6, \$534.50; 45, \$552.50; 63, \$580; 67, \$580.50; 78, \$536.81; 168, \$535.50; 181, \$517; 201, \$620.

Class 144. Washington—49,000 lbs. machine steel for forging and 25,000 lbs. machine steel bars—Bidder 28, \$2,151.62; 41, \$2,591.22; 91, \$1,668.91; 112, \$1,887.89; 128, \$3,146.49.

Class 145. 178,016 lbs. steel castings—Bidder 11, \$14,917.75; 28, \$38,455.76; 128, \$19,581.76; 134, \$14,187.87; 144, \$17,801.60.

Class 146. Washington—33,338 lbs. steel forgings—Bidder 28, \$13,335.20; 55, \$12,668.44; 128, \$13,335.20.

Class 147. Iona Island—55,000 paper tags, 30,000 linen tags—Bidder 14, \$94.05; 49, \$119.45; 125, \$147.90; 130, \$143.50.

Class 148. Iona Island—8,000 paper bags—Bidder 130, \$324.

Class 149. Washington—1 light turntable for hand car—Bidder 107, \$50; 192, \$99; 203, \$50.50.

SCHEDULE 87.

Class 151. New York—500 yds. white cotton tape—Bidder 43, \$7.50; 44, \$7.50; 125, \$3.75.

Class 152. Boston—47 wire-spring mattresses—Bidder 22, \$211.50; 125, \$219.49.

Class 153. Norfolk—Wood screws—Bidder 3, \$273.55; 25, \$300.95; 35, \$254; 66, \$253.10; 158, \$276.23; 172, \$260.50; 180, \$247.63; 190, \$266.45; 196, \$291.25; 202, \$258.80.

Class 154. New York—300 gross brass wood screws—Bidder 3, \$121.30; 35, \$111.80; 66, \$111; 92, \$120.20; 158, \$119.40; 172, \$115.75; 180, \$109.72; 190, \$118.45; 196, \$153; 202, \$115.05.

Class 155. New York—1,600 locks—Bidder 35, \$647.50; 79, \$644.50; 120, \$687.50; 130, \$681; 158, \$775.50; 161, \$672; 202, \$665.75.

Class 156. League Island—Emery and corborundum wheels—Bidder 10, \$258.60; 12, \$234.86; 71, \$273.50; 74, \$234.86; 92, \$211.86; 120, \$319.30; 130, \$227.16.

Class 157. League Island—500 lbs. emery, 500 lbs. tripoli, etc.—Bidder 74, \$3124; 79, \$147.97; 92, \$148.30; 130, \$176.85; 167, \$149.80; 182, \$136.25.

Class 158. New York—2,000 key plate escutcheons, 1,100 lbs. steel-wire nails, hinges, drawer pulls, knobs, etc.—Bidder 130, \$943.54; 161, \$948.24.

†Class 159. Norfolk—Hardware—Bidder 25, \$127.23; 146, \$190.95.

†Class 160. Washington—100,000 ft. white pine—Bidder 6, \$5,195; 63, \$4,490; 78, \$5,229; 168, \$6,250; 201, \$5,950.

*Accepted.

Class 161. Norfolk—245,000 ft. yellow pine—Bidder 6, \$11,988.75; 63, \$10,350; 78, \$12,903; 201, \$13,800.

Class 162. Boston—325,000 ft. yellow-pine deck plank—Bidder 61, \$37.375; 63, \$31,687.50; 179, \$40,625.

Class 163. Boston—200,000 ft. yellow pine No. 1—Bidder 63, \$8,000; 201, \$11,500.

Class 164a. Boston—100,000 ft. rough-hewn yellow-pine timber—Bidder 63, \$4,000; 78, \$4,995; 179, \$4,500.

Class 165. Norfolk—250 hatchback knees—Bidder 100, \$962.50; 119, \$1,012.50; 122, \$1,000.

Class 166. Norfolk—6,500 lbs. braziers' copper—Bidder 17, \$1,521.90; 48, \$1,521.90; 90, \$1,521.90; 98, \$1,770; 163, \$1,523; 188, \$1,521.90.

Class 167. Norfolk—40 feet hose—Bidder 75, \$235.80; 86, \$202.50; 146, \$221.50; 154, \$186.66; 196, \$281.88.

Class 168. Portsmouth—4 monitor nozzles—Bidder 97, \$1,016; 131, \$788.

SCHEDULE 88.

Class 171. League Island—12 dirt barrows—Bidder 26, \$30.60; 49, \$105.60; 71, \$66; 79, \$65.28; 120, \$49.60; 130, \$62.40; 202, \$72.

Class 172. League Island—3,500 ft. yellow pine, 1,200 ft. white-pine panel lumber—Bidder 61, \$1,090; 63, \$468.40; 78, \$813.62; 201, \$782; 211, informal, part of class.

Class 173. League Island—1,203 ft. magnesia pipe covering—Bidder 1, \$220.62; 102, \$185.01; 106, \$147.08.

SCHEDULE 89.

Class 181. Boston—100 lbs. tape—Bidder 143, \$370; 197, \$70.

Class 182. Boston—33 doz. brushes—Bidder 7, \$215.02; 125, \$217.70.

Class 183. Boston—1,000 cotton sheeting—Bidder 44, \$235; 125, \$270; 130, \$244.40.

Class 184. Boston—5 doz. rubber mats—Bidder 18, \$132; 49, \$135; 75, \$175; 125, \$184.20; 130, \$122; 136, \$123.60; 194, \$155.

Class 185. Boston—5,600 lbs. machine bolts—Bidder 66, \$361.20; 79, \$389.20; 112, \$385.40; 120, \$397.60; 172, \$448.

Class 186. Boston—Brass and iron wood screws—Bidder 3, \$1,177.35; 29, \$1,099.50; 35, \$1,099.87; 66, \$1,083.90; 92, \$1,162.88; 172, \$1,129.23; 180, \$1,064.61; 190, \$1,156.35; 202, \$1,120.22.

Class 187. Boston—190 doz. files—Bidder 29, \$327.60; 66, \$313.70; 92, \$354.60.

Class 188. Boston—30 doz. locks—Bidder 35, \$135.20; 66, \$140; 79, \$131.30; 120, \$137.20; 130, \$144.20; 158, \$125.40; 161, \$130.90; 202, \$126.60.

Class 189. Boston—50 reams garnet paper—Bidder 5, \$220.90; 29, \$177.50; 57, \$200.80; 66, \$219; 79, \$213.90; 92, \$202.50; 120, \$218.50; 195, \$208.50.

Class 190. Boston—Grommets, sister hooks, thimbles, and hammock rings—Bidder 66, \$138; 79, \$140.75; 99, \$157.45; 120, \$279.70; 130, \$214.25; 161, \$148.25.

Class 191. Boston—6 blacksmiths' forges—Bidder 23, \$276; 29, \$324; 66, \$271.50; 79, \$281.58; 92, \$291; 112, \$273; 120, \$272.22.

Class 192. Boston—Stove bolts, copper burs, lag screws, steel-wire brads, squirt cans, escutcheon pins, etc.—Bidder 29, \$726.70; 66, \$695.11; 130, \$781.99.

Class 193. Washington—300 lbs. wire head nails, etc.—Bidder 125, \$40.62, part; 130, \$48.95; 161, \$60.40.

Class 194. Boston—15,000 ft. white ash—Bidder 61, \$1,020; 63, \$870; 78, \$972; 104, \$913.50; 198, \$975; 201, \$1,200; 207, \$1,080.

Class 195. Boston—5,000 feet white oak—Bidder 6, \$225; 61, \$400; 63, \$250.

Class 196. Boston—5,000 feet prime yellow pine—Bidder 63, \$225; 104, \$249.45.

Class 197. Boston—30,000 feet white spruce—Bidder 63, \$380; 76, \$980; 104, \$954.10; 168, \$1,470.

Class 198. Washington—4,600 feet poplar—Bidder 45, \$474.40; 63, \$324; 78, \$224.58; 168, \$232.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 199. Boston—2,000 lbs. sheet brass—Bidder 17, \$456.76; 33, \$438.36; 48, \$438.36; 90, \$438.36; 160, \$456.75; 163, \$420; 188, \$339; 199, \$438.36.

Class 200. Boston—900 lbs. copper rod and 800 lbs. sheet copper—Bidder 17, \$336; 90, \$336; 163, \$337; 188, \$336.

Class 201. Boston—16,000 lbs. bar iron—Bidder 123, \$515.20.

Class 202. Bidder 42, \$261.25; 190, \$247.

Class 203. Boston—3,000 lbs. steel rivet rod—Bidder 77, \$65.40; 190, \$84.

Class 204. Boston—15,000 lbs. sheet steel—Bidder 48, \$439.50; 68, \$463.75; 91, \$426.75; 112, \$427.50; 128, \$448.50; 130, \$471; 150, \$422.50.

Class 205. Boston—100 lbs. flax packing and 50 lbs. Tuck's packing—Bidder 120, \$43.70.

Class 206. Boston—1,000 lbs. petroleum—Bidder 60, \$49; 83, \$90; 88, \$64.40; 182, \$44.80.

Class 207. Boston—Ammonia, burnt sienna, liquid bronze, etc.—Bidder 88, \$278.25.

Class 208. Boston—2,000 gals. lubricating oil—Bidder 39, \$610; 69, \$780; 83, \$920; 133, \$900; 162, \$700.

Class 209. Boston—4,000 lbs. seamless brass pipe and 7,500 lbs. seamless copper pipe—Bidder 2, \$2,530; 17, \$2,645; 33, \$2,577; 48, \$2,626; 160, \$2,603.

Class 210. Boston—1,100 feet wrought-iron pipe—Bidder 86, \$3,000.

Class 211. Boston—Pipe fittings—Bidder 54, \$846.56; 86, \$833.82; 130, \$754.53; 166, \$538.82.

Class 212. Boston—46 brass angle valves—Bidder 79, \$314.90; 86, \$269.80; 92, \$267.75; 113, \$486; 114, \$266; 165, \$274; 212, \$11,160.

Class 213. New York—300,000 lbs. tinned tomatoes—Bidder 84, \$10,020; 115, \$10,530; 187, \$9,720.

Class 214. New York—20,000 lbs. tinned peas—Bidder 38, \$8,780; 84, \$10,268; 115, \$9,740; 187, \$9,480; 212, \$10,480.

Class 215. New York—80,000 lbs. tinned lima beans—Bidder 38, \$4,040; 58, \$5,080; 84, \$4,560; 115, \$4,176; 187, \$4,704; 212, \$5,168.

Class 216. New York—80,000 lbs. tinned string beans—Bidder 38, \$4,392; 84, \$4,256; 115, \$4,399.20; 187, \$4,112; 212, \$4,472.

Class 217. 140,000 lbs. tinned corn—Bidder 38, \$5,348; 58, \$6,160; 84, \$5,908; 115, \$6,840; 130, \$6,048; 187, \$6,412; 212, \$6,874.

Class 218. New York—60,000 lbs. tea—Bidder 52, \$14,364; 84, \$16,050; 187, \$15,708; 208, \$16,880.

Class 219. New York—150,000 lbs. salt pork—Bidder 127, \$17,070; 164, \$22,470; 186, \$20,175.

Class 220. Boston—Rubber bands, penholders, etc.—Bidder 44, \$206; 89, \$238.40; 125, \$246.62; 142, \$204.07.

Class 221. New York—Blanks and blank books—Bidder 142, \$413.33, part; 195, \$367.28 and \$298.64.

Class 222. Boston—10,000 pkgs. toilet paper—Bidder 49, \$850; 125, \$825; 130, \$867; 142, \$725; 195, \$724.90.

Class 223. Boston—10,000 cakes soap, laundry—Bidder 31, \$325; 125, \$450; 130, \$384; 142, \$352; 195, \$331.25.

Class 224. Boston—20,000 lbs. cotton waste—Bidder 99, \$1,700; 112, \$1,750; 124, \$1,687.50; 155, \$1,600; 159, \$1,550.

Class 225. Boston—2,500 lbs. candles—Bidder 88, \$278.50; 99, \$293.50; 130, \$281.25.

Class 226. Boston—2,000 fire bricks—Bidder 145, \$360.

Class 227. Boston—1,200 lbs. leather—Bidder 65, \$450; 147, \$480.

SCHEDULE NO. 97. *Bureau of Ordnance.*

Class 231. 2,000,000 lbs. alcohol—Bidder 4, \$380,000 and \$80,000; 118, \$116,000 and \$100,000.

OPENED SEPTEMBER 12, 1905.

Bidder 1. Allis-Chalmers Co., Continental Building, Baltimore, Md.

2. Atlas Portland Cement Co., 30 Broad street, New York.

3. J. J. Adams & Co., 130 Greenpoint avenue, Brooklyn, N. Y.

4. American Steel Foundries Co., 42 Broadway, New York.

5. American Steam Gauge and Valve Manufacturing Co., 208 Camden street, Boston, Mass.

6. American Tool Works Co., 618 Eggleston avenue, Cincinnati, Ohio.

7. Ashton Valve Co., 271 Franklin street, Boston, Mass.

8. Armour & Co., 205 La Salle street, Chicago, Ill.

9. Ansonia Brass and Copper Co., 99 John street, New York.

10. Brown Hoisting Machinery Co., Cleveland, Ohio.

11. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.

12. F. S. Banks & Co., 90 Wall street, New York.

13. Bethlehem Steel Co., South Bethlehem, Pa.

14. Bridgeport Brass Co., 253 Broadway, New York.

15. Brown & Sharpe Manufacturing Co., Providence, R. I.

16. Barnett Drop Forging Co., Easthampton, Mass.

17. Broderick & Bascom Rope Co., St. Louis, Mo.

18. Bullard Machine Tool Co., Bridgeport, Conn.

19. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

20. Boston Woven Hose and Rubber Co., Cambridge, Mass.

21. B. F. Barnes Co., Rockford, Ill.

22. J. W. Cregar Agency, Bourse Building, Philadelphia, Pa.

23. James Clendenin, P. O. box 1002, Baltimore, Md.

24. Wm. Wirt Clarke & Son, Builders' Exchange, Baltimore, Md.

25. James Coughlan, 495 Manhattan avenue, Brooklyn, N. Y.

26. R. Lee Cuthbert, 26 Broadway, New York.

27. W. E. Clark & Co., 120 Milk street, Boston, Mass.

28. Charles D. Collins, Washington, D. C.

29. Coy, Hunt & Co., 72 Duane street, New York.

30. James B. Clow & Sons, 342 Franklin street, Chicago, Ill.

31. Coggins & Owens, 102 N. Frederick street, Baltimore, Md.

32. Colonial Steel Co., Keystone Building, Pittsburg, Pa.

33. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

34. James Cunningham, Son & Co., 116 Merrimac street, Boston, Mass.

35. Clark & Smith Co., Charlestown, Mass.

36. Carpenter Steel Co., Reading, Pa.

37. George V. Cresson Co., Allegheny avenue west of 17th street, Philadelphia, Pa.

38. Chandler & Farquhar Co., 36 Federal street, Boston, Mass.

39. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

40. Darling & Slade, Fall River, Mass.

41. Wm. Daly, 158 Carlton avenue, Brooklyn, N. Y.

42. Dwight Slate Machine Co., Hartford, Conn.

43. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

44. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

45. Drew Machinery Agency, Manchester, N. H.

46. Frank S. De Ronde Co., 46 Cliff street, New York.

47. J. A. Fay & Egan Co., 500 W. Front street, Cincinnati, Ohio.

48. Wm. Freeman, 346 Main street, Norfolk, Va.

49. Fred S. French & Co. (Limited), 14 Sudbury street, Boston, Mass.

50. Farbanks Co., Broome and Elm streets, New York.

51. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

52. George D. Feldt & Co., 528 Arch street, Philadelphia, Pa.

53. Froment & Co., 151 Bank street, New York.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

54. J. H. Faber, 100 Granby street, Norfolk, Va.
55. Fitchburg Machine Works, Fitchburg, Mass.
56. Fiske Bros. Refining Co., 59 Water street, New York.
57. Follensbee Bros., Pittsburg, Pa.
58. Federal Tiling and Mantel Co., 260 W. Broadway, New York.
59. H. C. Gable, Lebanon, Pa.
60. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
61. George N. Gardiner & Son, 15 William street, New York.
62. General Supply Co., Norfolk, Va.
63. General Electric Co., Schenectady, N. Y.
64. Garvin Machine Co., Spring and Varick streets, New York.
65. Goodyear Tire and Rubber Co., Akron, Ohio.
66. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
67. R. W. Geldart, 2 Stone street, New York.
68. Hendey Machine Co., Torrington, Conn.
69. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
70. Harry Hunt, 97 Haverhill street, Boston, Mass.
71. C. G. Hussey & Co., 2850 2d avenue, Pittsburg, Pa.
72. Hissey-Wolf Machine Co., 2850 Spring Grove avenue, Cincinnati, Ohio.
73. Holzapfels' American Composition Co., 18 Broadway, New York.
74. C. Heidt & Son, 42 Fairmont avenue, Jersey City, N. J.
75. Howden Tile Co., 41 W. 24th street, New York.
76. H. J. M. Howard, Washington, D. C.
77. R. C. Hoffman & Co., drawer O, Baltimore, Md.
78. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
79. A. L. Hirsh, 368 Greenwich street, New York.
80. Hutchinson Cement Co., 35 S. William street, New York.
81. Holyoke Belting Co., Holyoke, Mass.
82. S. F. Hayward & Co., 20 Warren street, New York.
83. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
84. Interstate Engineering Co., Cleveland, Ohio.
85. Jackson's Mantel and Grate Works, 246 Front street, New York.
86. E. B. James Lumber Co., 16 Central street, Boston, Mass.
87. I. H. Johnson, Jr., Co., 337 North street, Philadelphia, Pa.
88. Jenkins Manufacturing Co., 13 Park Row, New York.
89. Isaac G. Johnson & Co., Spuyten Duyvil, New York.
90. Janney, Steinmetz & Co., 4th and Market streets, Philadelphia, Pa.
91. Harry Kaufman, Washington, D. C.
92. J. B. Kendall, Washington, D. C.
93. Kimball Bros. Co., 112 Sudbury street, Boston, Mass.
94. Keyes & Wilson, 406 Broome street, New York.
95. Arthur Koppel, 66 Broad street, New York.
96. Keuffel & Esser Co., 127 Fulton street, New York.
97. J. H. Leonard & Co., 15 Park Row, New York.
98. Lukenheimer Co., Cincinnati, Ohio.
99. John Lucas & Co., 322 Race street, Philadelphia, Pa.
100. Arthur J. Lockwood, 12 Platt street, New York.
101. R. K. Le Blond Machine Tool Co., 4009 Eastern avenue, Cincinnati, Ohio.
102. Mark Manufacturing Co., Chicago, Ill.
103. Manhattan Oil Co., 51 Front street, New York.
104. Manhattan Supply Co., 127 Franklin street, New York.
105. Montgomery & Co., 105 Fulton street, New York.
106. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
107. Midvale Steel Co., box 1006, Philadelphia, Pa.
108. Manning, Maxwell & Moore, 85 Liberty street, New York.
109. J. L. Mott Iron Works, Washington, D. C.
110. McCambridge & Co. (Ltd.), 525 Cherry street, Philadelphia, Pa.
111. Mackall Bros., Washington, D. C.
112. Morton Manufacturing Co., Muskegon Heights, Mich.
113. New York Lubricating Oil Co., 116 Broad street, New York.
114. National Electrical Supply Co., Washington, D. C.
115. Northampton Portland Cement Co., 26 Broadway, New York.
116. New York Belting and Packing Co., 91 Chambers street, New York.
117. Niles-Bement-Pond Co., 111 Broadway, New York.
118. New Jersey Foundry and Machine Co., 9 Murray street, New York.
119. New Haven Manufacturing Co., New Haven, Conn.
120. Okonite Co. (Ltd.), 253 Broadway, New York.
121. C. T. Patterson Co., New Orleans, La.
122. Penn Bridge Co., Beaver Falls, Pa.
123. Prentiss Tool and Supply Co., 115 Liberty street, New York.
124. Pratt & Whitney Co., Hartford, Conn.
125. Page Belting Co., Concord, N. H.
126. Penn Steel Casting and Machine Co., Chester, Pa.
127. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
128. Quinsler & Co., 26 Cambria street, Boston, Mass.
129. E. S. Richie & Sons, 112 Cypress street, Brooklyn, N. Y.
130. Rathjens American Composition Co., 1 Broadway, New York.
131. Rahn, Meyer, Carpenter Co., 2941 Spring Grove avenue, Cincinnati, Ohio.
132. Wm. C. Robinson Sons Co., 336 North street, Baltimore, Md.
133. Royce & Ricketts, Washington, D. C.
134. J. C. Rouse, 310 Water street, New York.
135. Randolph-Clowes Co., Waterbury Conn.
136. J. B. Roach, 350 Fulton street, Brooklyn, N. Y.
137. H. A. Rogers Co., 19 John street, New York.
138. Republic Rubber Co., 47 Warren street, New York.
139. Ambrose B. Stannard, St. James Building, New York.
140. Standard Oil Co., Maryland Trust Building, Baltimore, Md.
141. Wm. L. Sargent, Fitchburg, Mass.
142. Studebaker Bros. Co., Broadway and 48th street, New York.
143. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
144. Standard Underground Cable Co., Pittsburg, Pa.
145. Swindell Bros. Co., Bayard and Russell streets, Baltimore, Md.
146. Henry I. Silverman, 602 W. Broadway, New York.
147. Sargent & Ham Co., 26 Bunker street, Boston, Mass.
148. Scannevin & Potter, Newport, R. I.
149. Stokes Bros. & Co. (Inc.), 30th street below Chestnut, Philadelphia, Pa.
150. Sherman-Brown-Clements Co., 55 Dey street, New York.
151. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
152. Taunton-New Bedford Copper Co., New Bedford, Mass.
153. Edward A. Temple, 100 William street, New York.
154. D. A. Tower, 306 Broadway, New York.
155. N. & G. Taylor Co., Chestnut and 3d streets, Philadelphia, Pa.

Schedule of proposals for naval supplies—Continued.

156. J. M. Umstadter, Norfolk, Va.
 157. H. B. Underwood & Co., 1025 Hamilton street, Philadelphia, Pa.
 158. Universal Supply Co., 290 Broadway, New York.
 159. United Marine Supply Co., 97 Warren street, New York.
 160. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
 161. Vermilye & Power, 17 Battery place, New York.
 162. Walker & Kepler 531 Chestnut street, Philadelphia, Pa.
 163. Whitney Supply Co., Ltd., 108 S. Peters street, New Orleans, La.
 164. Samuel J. Williams, 78 Broad street, New York.
 165. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 166. J. H. Williams & Co., 150 Hamilton avenue, Brooklyn, N. Y.
 167. Wellman, Seaver, Morgan Co., Cleveland, Ohio.
 168. Western Electric Co., 11th and York streets, Philadelphia, Pa.
 169. Western Electric Co., 463 West street, New York.
 170. Henry J. Winde, 102 Beverly street, Boston, Mass.
 171. Central Metal and Supply Co., 619 Lombard street, Baltimore, Md.
 172. S. B. Condit, Jr., & Co., 67 Batterymarch street, Boston, Mass.
 173. Newport shipyard, San Francisco, Cal.

SCHEDULE 56.—Bureau of Construction and Repair.

Class 1. Mare Island—One balanced cantilever crane and trestle—Bidder 10, \$90,000; 84, \$114,148; 122, \$99,267; 167, \$83,975.

SCHEDULE No. 67.—Bureau of Steam Engineering.

Class 11. New Orleans—One 30-in. planing machine—Bidder 6, \$1,185; 64, \$1,085; 69, \$1,250; 108, \$1,015; 117, \$1,410; 119, \$1,290; 121, \$1,025.01; 123, \$1,060; 141, \$1,070.

Class 12. New Orleans—One 37-in. boring and turning mill—Bidder 18, \$1,535; 108, \$1,235, \$1,385, and \$1,558; 117, \$1,545; 123, \$1,545; 133, \$1,710.

Class 13. New Orleans—One horizontal spindle drilling and milling machine—Bidder 121, \$2,599.85; 133, \$1,950; 141, \$4,490.

Class 14. New Orleans—One 5-ft. universal radial drill—Bidder 6, \$1,175 and \$1,265; 69, \$1,050; 108, \$1,035; 117, \$1,275; 121, \$1,338; 123, \$1,023; 133, \$1,150.

Class 15. New Orleans—One 30-in. back-geared power feed verticle drill press—Bidder 6, \$273; 21, \$260; 22, \$325; 64, \$3248; 69, \$295; 108, \$255; 117, \$442 and \$288; 119, \$409; 121, \$302.33; 123, \$270; 133, \$255; 141, \$297.

Class 16. New Orleans—Two 21-in. verticle drill presses—Bidder 6, \$212; 21, \$168; 22, \$310; 64, \$253; 69, \$284; 108, \$198 and \$146; 117, \$153; 121, \$224.94; 123, \$250; 133, \$160 and \$170; 141, \$286.

Class 17. New Orleans—One 14-in. sensitive drill—Bidder 22, \$47.50; 64, \$50; 104, \$47.75; 108, \$48; 117, \$346; 121, \$78.90; 123, \$63; 133, \$55; 141, \$52.50.

Class 18. New Orleans—One 18-in. universal milling machine—Bidder 15, \$406.75 and \$40.75; 19, \$573; 22, \$545; 64, \$511; 68, \$565; 69, \$540; 101, \$3474.47; 108, \$570, \$638, and \$540; 117, \$497; 121, \$568.25; 123, \$427; 133, \$510; 141, \$499.

Class 19. New Orleans—One 16-in. plain milling machine—Bidder 15, \$451.25; 19, \$484; 22, \$455; 64, \$450.40; 69, \$475; 101, \$3441.93; 108, \$400 and \$260; 117, \$484; 121, \$383.86; 133, \$360; 141, \$475.

Class 20. One triple-geared engine lathe—Bidder 6, \$4,932; 22, \$4,950 and \$3,700; 55, \$5,350 and \$7,000; 69, \$5,500; 87, \$4,053; 108, \$4,390; 117, \$4,886; 119, \$4,170; 123, \$4,439.

Class 21. New Orleans—One back-geared screw-

cutting machine—Bidder 6, \$1,315; 22, \$900; 55, \$1,220; 64, \$975; 69, \$1,275; 87, \$1,098; 101, \$1,022.55; 108, \$909 and \$1,039; 117, \$1,455; 119, \$920; 121, \$1,207.13; 123, \$885; 131, \$1,084.75; 133, \$1,100; 136, \$1,210.

Class 22. New Orleans—One back-geared screw-cutting engine lathe—Bidder 6, \$742; 22, \$820 and \$700; 55, \$630; 68, \$800; 69, \$680; 101, \$626.65; 108, \$690 and \$610; 117, \$659; 119, \$715; 121, \$706.05; 123, \$550; 131, \$964.50; 133, \$940; 136, \$882.

Class 23. New Orleans—Two 16-in. back-geared engine lathes—Bidder 6, \$1,038; 22, \$810; 55, \$850; 64, \$930; 68, \$1,140; 69, \$930; 101, \$941; 108, \$920 and \$1,046; 117, \$998; 119, \$874; 121, \$1,103.74; 131, \$852.50; 133, \$914 and \$970; 136, \$1,106.

Class 24. New Orleans—One back-geared engine lathe—Bidder 22, \$310; 64, \$290; 68, \$450; 101, \$347.75; 108, \$330 and \$450; 117, \$360; 133, \$315.

Class 25. New Orleans—One 12-in. tool-room lathe—Bidder 64, \$342; 68, \$435; 101, \$374.30; 108, \$460; 117, \$383; 124, \$470 and \$603; 133, \$315.

Class 26. New Orleans—One 15-in. post shaper—Bidder 22, \$285; 64, \$400; 68, \$352; 69, \$315; 108, \$365 and \$320; 117, \$360; 133, \$330 and \$400; 141, \$359.

Class 27. New Orleans—One 48-in. portable key-seating and slotting machine—Bidder 112, \$2,200.

Class 28. New Orleans—One 10-in. slotter—Bidder 22, \$1,000; 108, \$925 and \$900; 117, \$950; 119, \$341; 121, \$98.85; 133, \$1,050.

Class 29. New Orleans—One 2-in. single bolt cutter—Bidder 22, \$370; 45, \$391.50, \$407.50, and \$437.25; 69, \$430; 108, \$360 and \$369; 121, \$406.43; 133, \$385; 141, \$369.

Class 30. One 4-in. pipe threading and cutting machine—Bidder 22, \$675, \$525, \$905, and \$655; 45, \$629; 69, \$650; 104, \$640; 108, \$650; 117, \$490; 121, \$445.02; 133, \$435.

Class 31. New Orleans—One 18-in. double-end grinding machine—Bidder 22, \$139; 104, \$145; 108, \$76; 121, \$57.76; 133, \$148; 141, \$138.

Class 32. New Orleans—One 24-in. water tool grinder—Bidder 21, \$94.75; 22, \$175; 69, \$180; 104, \$190; 108, \$79; 121, \$167.75; 141, \$174.

Class 33. New Orleans—One 2-in. twist drill grinder—Bidder 22, \$67.50; 108, \$65; 121, \$67.50; 133, \$63; 141, \$58.

Class 34. New Orleans—Two complete lines of cold rolled steel shafting—Bidder 1, \$426.88; 22, \$400; 37, \$500; 47, \$461.70; 50, \$206; 67, \$452.78; 69, \$500; 121, \$411.16; 141, \$559; 163, \$426.

Class 35. New Orleans—Two 20-horsepower electric motors—Bidder 63, \$1,024.

SCHEDULE 98.

Class 41. Boston—863 lbs. waterproof copper wire and 9,400 ft. standard rubber-covered wire—Bidder 63, \$1,068.16; 120, \$1,242.36; 144, \$901.35; 169, \$1,000.04.

Class 42. Boston—5,100 ft. enameled conduit—Bidder 102, \$536; 162, \$525.96; 172, \$512.05.

Class 43. Boston—Enameled steel elbows, couplings, and nipples—Bidder 162, \$58.28; 172, \$50.57.

Class 44. Newport—For additional electric lighting at the Government building, Newport, R. I.—Bidder 148, \$402.

Class 45. Portsmouth—Lavatories, soil pipe, Y bends, and fittings—Bidder 30, \$503.77; 78, \$506.75; 88, \$552.50; 109, \$452.43; 110, \$410.71.

Class 46. Boston—One 4-wheel 4-passenger carriage—Bidder 34, \$1,000; 49, \$950; 93, \$900; 94, \$835; 128, \$975 and \$950; 142, \$950; 147, \$900.

Class 47. New York—12 Howard swinging hose racks—Bidder 67, \$35.16; 76, \$132.36; 78, \$144.82; 97, \$161.40; 104, \$156; 108, \$116.28.

Class 48. Newport—Furnishing and erecting complete one flagstaff 100 ft. high at the Government landing—Bidder 40, \$580.

Class 49. Norfolk—100 bbls. Portland cement—Bidder 2, \$1,690 and \$1,330; 24, \$1,749; 62, \$1,220; 80, \$1,570 and \$1,670; 115, \$1,640 and \$1,315; 156, \$1,340 and \$1,640.

Class 50. Washington—72 boxes American double thick glass—Bidder 79, \$344.90; 99, \$424.12; 145, \$366.84; 146, \$308.10.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

SCHEDULE 99.

Class 51. League Island—300 ft. circular loom and 60 cartridge fuses—Bidder 162, *\$19.45; 168, \$21.20.

Class 52. New York—211 gro. round-head brass machine screws—Bidder 12, \$71.84; 51, *\$33.82; 67, \$70.62; 69, \$42.69; 104, \$72.86; 105, \$64; 143, \$35; 150, \$56.46; 153, \$52.07; 171, \$74.98.

Class 53. New York—One set wire chucks—Bidder 67, \$54; 68, *\$45.50; 104, \$57.40; 108, \$60.

Class 54. New York—Combination lathe chucks, scroll chucks, and drill chucks—Bidder 42, \$280.88; 45, \$459.25; 51, \$278.66; 67, \$279.95; 104, \$294.20; 105, *\$275.45; 137, \$295.69.

Class 55. Boston—65,000 drop-forged chain studs—Bidder 16, *\$9,337.50; 27, \$11,300; 51, \$10,100; 104, \$10,150; 118, \$17,300.

Class 56. League Island—Two portable electric drills—Bidder 39, \$135; 50, \$107; 63, \$127; 67, \$117; 72, \$117; 108, \$117; 150, *\$94.75.

Class 57. League Island—One glue pot, six soldering irons, 20 lbs. emery, 15 lbs. bull necks, six water buckets and four dozen muslin buffs—Bidder 104, \$87; 105, \$112.05; 162, *\$73.05.

Class 58. New York—One portable boring bar—Bidder 69, \$300; 108, \$335; 157, *\$245.

Class 59. League Island—185 lbs. polished copper and 900 lbs. cold-rolled sheet copper—Bidder 14, \$231.55; 133, \$231.55; 71, *\$220.70; 83, \$231.55.

Class 60. New York—586 lbs. sheet brass, 10 lbs. hard-drawn copper wire and 166 lbs. brass rod—Bidder 11, *\$125.63; 23, \$125.63; 83, \$125.63; 106, \$125.63.

Class 61. New York—3,528 lbs. standard steel I beams—Bidder 27, \$158.76; 67, *\$79.03; 77, \$86.44; 114, \$22.05; 153, \$119.95.

Class 62. New York—1,280 lbs. standard T railroad rails—Bidder 67, *\$29.44; 77, \$32; 95, \$30.40.

Class 63. League Island—100 lbs. cyanide of potassium, 15 lbs. cream of tartar and 8 ozs. cyanide of mercury—Bidder 52, \$31.10 and \$34.10; 79, \$34.50; 151, *\$28.80.

Class 64. New York—20 peloruses—Bidder 96, *\$1,850; 129, \$1,800.

Class 65. Boston—21 binnacles—Bidder 96, \$3,192; 129, *\$3,066.

SCHEDULE 100.

Class 71. Washington—2,700 ft. No. 12 lead-covered cable, 500 ft. 4-conductor No. 14 lead-covered cable, 500 ft. No. 6 B. & S. single-conductor rubber-covered wire and 500 ft. double-conductor No. 14 lead-covered wire—Bidder 63, \$537.40; 114, *\$250.50; 120, \$775; 144, \$559.30; 169, \$536.

Class 72. Washington—72 paint brushes, 54 fitch brushes, 12 oval brushes, 12 stencil brushes, and 24 counter brushes—Bidder 3, *\$110.40.

Class 73. Washington—300 lbs. spring brass wire and 950 lbs. cold-rolled copper hoop—Bidder 11, \$249.50; 14, \$256.50; 23, \$249.50; 83, \$249.50; 106, \$249.50; 171, *\$248.

Class 74. Washington—200 lbs. tinned rivets, 13 gross Berger star ears for buckets, 200 lbs. spelter, 500 lbs. iron wire, and 50 ft. gas hose—Bidder 104, \$82.82; 105, \$132.35; 171, *\$72.51.

Class 75. Washington—Lag screws, carriage bolts, copper rivets and burs, brass wood screws, wrought-iron barrel bolts, galvanized-iron market wire, glue, mallets, coal barrels, emery cloth, files, etc.—Bidder 104, \$495.92; 105, *\$329.42.

Class 76. Washington—16,650 lbs. cold-rolled sheet brass—Bidder 11, \$5,461.88; 23, \$5,461.88; 83, \$5,461.87; 106, \$5,461.87; 135, *\$5,452.87.

Class 77. Washington—194,514 lbs. steel castings—Bidder 4, *\$11,593.04; 13, \$16,533.69; 89, \$19,451.40; 107, \$22,855.40; 118, \$16,592.01; 126, \$29,177.10.

Class 78. Washington—208,857 lbs. nickel steel forgings—Bidder 13, \$62,057.10; 107, *\$42,922.83.

Class 79. Washington—About 3,000 lbs. tool steel, soft steel, etc.—Bidder 36, \$120, part; 92, *\$213.87; 105, \$222.23.

Class 80. Washington—10,100 lbs. galvanized sheet steel—Bidder 23, \$312.05; 69, \$331.28; 77,

*\$301.99; 92, \$303; 104, \$393.90; 106, \$326.23; 153, \$392.80.

Class 81. Washington—11 boxes bright tin, 1C and 1XX—Bidder 57, \$151.40; 69, \$166.25; 106, \$163.50; 155, *\$151.35.

Class 82. Washington—12 rubber gaskets and 24 plunger seats—Bidder 78, *\$20.40.

Class 83. Washington—200 lbs. pure sheet gum—Bidder 60, *\$198; 78, \$270; 116, \$234; 127, \$250; 138, \$216.

Class 84. Washington—630 ft. 4-ply rubber hose—Bidder 20, *\$97.70; 78, \$109.40; 127, \$194; 138, \$168.

Class 85. Washington—1,000 lbs. muriatic acid, 300 lbs. nitric acid and 150 lbs. lump borax—Bidder 23, \$67.50; 79, \$77.50; 111, *\$49.10; 151, \$52.45.

Class 86. Washington—1,500 galls. cylinder oil—Bidder 56, \$315; 103, \$375; 113, \$420; 132, \$285; 140, *\$179.85; 160, \$210.

Class 87. Washington—1,200 lbs. dynamo oil—Bidder 56, \$288; 103, \$264; 132, \$216; 140, *\$146.88; 160, \$198.

Class 88. Washington—1,000 gals. engine oil—Bidder 56, \$390; 103, \$250; 113, \$450; 132, \$260; 140, *\$157.40; 160, \$235.

Class 89. Washington—300 gals. lard oil—Bidder 8, \$202.50; 56, \$195; 103, *\$195; 132, \$195.

†Class 90. Washington—300 gals. kerosene oil—No bids.

Class 91. Washington—Couplings, tees, elbows, unions, plugs, caps, pipes, bibbs, gate valves, malleable-iron reducers, clamps, etc.—Bidder 78, \$132.27; 171, *\$106.11.

Class 92. Washington—200 ft. hoisting rope and 500 lbs. wire rope—Bidder 17, \$138.68; 78, *\$47.50; 92, \$135.52.

Class 93. Washington—100 ft. double-thick leather belting—Bidder 31, *\$133; 67, \$161; 69, \$154; 81, \$163; 108, \$162; 114, \$206; 125, \$154.

Class 94. Newport—10 rubber collapsible heads—Bidder 70, \$2,250 and \$2,500; 78, \$1,750; 104, *\$1,570.

Class 95. Washington—132 prs. acid-proof rubber boots—Bidder 12, *\$422.40; 91, \$541.20.

SCHEDULE 101.

Class 101. Boston—24 doz. steel-wire hand brushes—Bidder 67, \$125.88; 78, \$144; 104, *\$91.20; 108, \$122.40.

Class 102. New York—9,000 lbs. hexagon nuts—Bidder 51, \$1,710; 59, \$1,510.50; 67, \$1,328.10; 69, \$1,330; 92, \$1,330; 108, *\$1,324.10; 143, \$1,353.75; 150, \$1,375.03.

Class 103. Norfolk—17,600 lbs. wrought-iron spikes—Bidder 12, \$563.02; 67, \$562.67; 92, \$642.40 and \$554.40; 118, \$598.40; 150, *\$491.92.

Class 104. Boston—Six spur-gear chain hoists—Bidder 12, \$159.90; 38, \$200.88; 50, *\$144.96; 51, \$50; 67, \$187.32; 69, \$192.15; 92, \$200.88; 104, \$195.63; 108, \$192; 136, \$174.00; 151, \$165.

Class 105. Boston—Cutters for bevel gears—Bidder 38, \$187.84; 50, \$191.84; 51, \$191.76; 67, \$191.52; 69, \$183.20; 97, *\$171.36; 104, \$193.84; 108, \$191.52; 150, \$181.04.

Class 106. Boston—10 doz. cupboard locks and 20 doz. drawer locks—Bidder 51, *\$245.20; 67, \$239.30; 104, \$227.08.

Class 107. Boston—48 doz. brass pulls, table fasteners, sockets, and standard cast-brass butts—Bidder 51, *\$282.24; 104, \$495.58; 136, \$510.30.

Class 108. Boston—Norway iron burs, ostrich-feather dusters, 15,000 upholsterer's nails, key rings, snap hooks, copper tacks, and hand carts—Bidder 51, *\$85.80; 104, \$93.63.

Class 109. Boston—1,000 lbs. sheet copper—Bidder 14, \$500; 23, \$200; 33, \$200; 51, \$207.50; 71, *\$194; 83, \$200; 152, \$200.

Class 110. Norfolk—20,000 lbs. bar iron—Bidder 23, \$508; 77, \$650; 92, *\$526; 118, \$694; 150, \$610.

Class 111. New York—30,000 lbs. McInnes's composition ship-bottom paints—Bidder 61, *\$10,500.

Class 112. Norfolk—5,361 lbs. McInnes's composition ship-bottom paints—Bidder 61, *\$1,651.84.

Class 113. New York—11,500 lbs. Holzapfel's international composition—Bidder 73, *\$3,037.50.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 114. Norfolk—5,900 lbs. Holzapfel's international composition—Bidder 73, *\$1,537.50.

Class 115. New York—13,000 lbs. Rahtjen's ship-bottom paint—Bidder 130, *\$3,896.66.

Class 116. Norfolk—7,200 lbs. Rahtjen's ship-bottom paint—Bidder 130, *\$2,013.66.

Class 117. Norfolk—3,800 lbs. William's submarine compound—Bidder 164, *\$1,288.19.

Class 118. New York—5,250 sq. ft. mosaic tiling—Bidder 41, \$2,039.58; 58, \$1,908; 75, \$2,146.50; 85, *\$1,884.15; 104, \$2,084.48; 109, \$2,615.82.

†Class 119. New York—195 sq. ft. rubber tiling—Bidder 31, \$218.40; 60, \$282.75; 65, \$243.75; 104, \$499.20; 109, \$243.75; 116, \$243.73; 127, \$292.50 and \$224.25.

Class 120. Norfolk—Tumbler holders, brush-cup holders, soap-dish holders, sponge racks, tumblers, soap dishes, etc.—Bidder 88, *\$844; 109, \$2,186.

Class 121. Norfolk—Negatives—Bidder 48, *\$284.10; 54, \$615, part of class.

SCHEDULE 102.

Class 131. New York—12,000 ft. rubber-covered double-braided copper conductors—Bidder 63, \$450; 144, *\$386.40; 159, \$804; 169, \$414.

Class 132. New York—240 lbs. steel bolts and 350 lbs. brass nuts—Bidder 150, *\$298.50.

Class 133. New York—Engineers' wrenches and set-screw wrenches—Bidder 12, \$1,451.80; 51, \$1,570.68; 67, \$1,398.60; 69, \$1,522.86; 90, \$1,356.68; 92, \$1,581.18; 104, \$1,338.66; 105, \$1,455.38; 108, \$1,581.18; 143, *\$1,301.35; 166, \$1,423; 171, \$1,581.18.

Class 134. League Island—32 emery wheels—Bidder 69, *\$39.54; 104, \$43.70; 105, \$39.90; 108, \$55.64.

Class 135. League Island—Shovels, wood clamps, and shrinkage rules—Bidder 50, \$66.27; 104, *\$60.78; 105, \$83.25.

Class 136. League Island—7,000 ft. first common white pine—Bidder 43, *\$284; 44, \$540; 66, \$422.50; 149, \$575; 165, \$545.50.

Class 137. Boston—Quartered oak, white oak, sycamore, walnut, rock maple, mahogany, maple or birch, pattern pine and spruce plank—Bidder 35, *\$1,387.73; 43, \$1,420.50; 86, \$1,509.19; 170, \$1,412.74.

Class 138. New York—1,500 lbs. Tobin bronze—Bidder 9, *\$300.

Class 139. New York—3,960 lbs. sheet steel—Bidder 23, \$102.43; 53, \$100.65; 69, \$109.89; 92, \$98.67; 104, \$122.10; 106, \$100.18; 153, *\$97.35.

Class 140. New York—2,900 lbs. round machinery steel—Bidder 32, \$69.60; 33, *\$58; 36, \$79.75; 53, \$65.25; 69, \$97.15; 71, \$87; 100, \$65.25; 107, \$79.75; 153, \$68.15.

Class 141. Portsmouth, N. H.—3,850 lbs. tool steel—Bidder 12, \$375.33; 32, \$446.00; 33, \$493.69 and \$706.98; 36, \$587.68; 67, \$407.13; 69, \$481.25; 92, \$483.25; 100, \$577.50; 104, \$389.80; 107, *\$350.35; 143, \$500.50.

Class 142. New York—Seamless drawn copper pipe—Bidder 11, \$453.42; 14, \$446.23; 23, *\$434.34; 135, \$438.58.

Class 143. Portsmouth—15,320 lbs. copper pipe—Bidder 11, \$3,707.44; 14, \$3,753.40; 23, *\$3,676.80; 135, \$3,609.39.

Class 144. New York—24 check valves—Bidder 50, \$56.25; 78, \$33.00; 98, \$43.20; 104, *\$11.28; 136, \$44.40.

Class 145. New York—20 vacuum gages—Bidder 5, \$44; 7, \$43; 78, \$42; 104, \$42; 105, \$39; 108, \$37.60; 136, *\$37; 137, \$37.60; 150, \$37.80.

Class 146. New York—24 trip gongs, 24 pulls, and 24 chime whistles—Bidder 5, *\$89.76; 67, \$128.88; 69, \$125.80; 78, \$123.20; 98, \$127.20; 104, \$103.20; 105, \$110.40; 108, \$80.72; 136, \$106.80.

Class 147. League Island—3 sq. yds. Spanish felt for wheels—Bidder 105, *\$188.

Class 148. New York—3,000 Loofah sponges—Bidder 46, *\$40; 104, \$90; 136, \$240; 151, \$72.

SCHEDULE 103.

Class 151. Brooklyn—Wrapping paper, envelop paper, and paraffin paper—Bidder 29, \$378; 104, *\$315.50; 154, \$412.50; 158, \$384.70.

*Accepted.

Class 152. New York—Barrels, tierces, and hogsheads—Bidder 25, *\$988.75; 26, \$1,013.87; 74, \$1,132.38; 134, \$1,074.25.

SCHEDULE 107.—Bureau of Medicine and Surgery.

Class 161. For the construction complete of a power house to be located on the grounds of the U. S. Naval Medical School, Washington, D. C.—Bidder 28, \$13,972 and \$13,300; 139, \$17,983 item 1, \$18,983 item 2, \$17,883 item 3, \$18,883 item 4, *\$17,300 item 5.

OPENED SEPTEMBER 19, 1905.

Bidder 1. Allis, Chalmers Co., Continental Building, Baltimore, Md.

2. R. P. Andrews Paper Co., Washington, D. C.

3. Arkay Rubber Co., 35 Warren street, New York.

4. American Wood Working Machinery Co., 136 Liberty street, New York.

5. A. M. Avery, Pensacola, Fla.

6. James G. Allen, 304 Market street, San Francisco, Cal.

7. Asbestos Manufacturing and Supply Co., 591 Mission street, San Francisco, Cal.

8. Alliance Machine Co., Alliance, Ohio.

9. Armour & Co., 205 La Salle street, Chicago, Ill.

10. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

11. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

12. Ansonia Brass and Copper Co., 99 John street, New York.

13. American Hemp Co., Lexington, Ky.

14. Armstrong Cork Co., 23d street and Allegheny River, Pittsburg, Pa.

15. American Screw Co., Providence, R. I.

16. Burroughs Adding Machine Co., Seattle, Wash.

17. Buffalo Forge Co., Buffalo, N. Y.

18. Ferd Brenner Lumber Co., Norfolk, Va.

19. C. H. Bull & Co., Norfolk, Va.

20. D. Ballauf, Washington, D. C.

21. F. S. Banks & Co., 90 Wall street, New York.

22. John Brown & Sons, 722 East Pratt street, Baltimore, Md.

23. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

24. Babcock & Wilcox Co., American Building, Philadelphia, Pa.

25. R. Carter Ballantyne, Washington, D. C.

26. Bowers Rubber Co., 42 Sacramento street, San Francisco, Cal.

27. Brooks-Follis Electric Corporation, 527 Mission street, San Francisco, Cal.

28. Bramhall, Deane & Co., 264 Water street, New York.

29. Bethlehem Steel Co., South Bethlehem, Pa.

30. E. O. Barnes, 634 Gravier street, New Orleans, La.

31. Burke Electric Co., Erie, Pa.

32. Baker & Adamson Chemical Co., Easton, Pa.; informal, no guarantee.

33. Baldwin Locomotive Works, Philadelphia, Pa.

34. A. S. Carman, Vallejo Junction, Cal.

35. Columbia Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.

36. Cary Safe Co., Buffalo, N. Y.

37. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

38. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

39. Crocker-Wheeler Co., Ampere, N. J.

40. C. & C. Electric Co., 143 Broadway, New York.

41. Century Electric Corporation, 28 2d street, San Francisco, Cal.

42. California Electrical Works, 547 Mission street, San Francisco, Cal.

43. Cutler Electric and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.

44. Crane Co., 165 Jackson street, Seattle, Wash.

† No award.

Schedule of proposals for naval supplies—Continued.

45. Crew Levick Co., 113 Arch street, Philadelphia, Pa.
46. R. P. Clarke Co., Washington, D. C.
47. James Clendenin, P. O. box 1002, Baltimore, Md.
48. Central Metal and Supply Co., 609 E. Lombard street, Baltimore, Md.
49. Conner, Fendler & Co., 56 Beekman street, New York.
50. Joseph T. Curren, 56 Leonard street, New York.
51. James B. Clow & Son, 342 Franklin street, Chicago, Ill.
52. Caldwell Bros. Co., 115 Jackson street, Seattle, Wash.
53. Chicago Pneumatic Tool Co., Chicago, Ill.
54. Darling & Slade, Fall River, Mass.
55. Drew Machinery Agency, Manchester, N. Y.
56. Dunham, Carrigan, Hayden Co., 17 Beale street, New York.
57. Duke & Smith, Inc., Norfolk, Va.
58. John B. Dauchy, 116 Broad street, New York.
59. Dayton Pneumatic Tool Co., Dayton Ohio.
60. Frank S. De Ronde Co., 46 Cliff street, New York.
61. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
62. Geo. Damon & Sons, 44 Beekman street, New York.
63. Davenport Locomotive Works, Davenport, Ohio.
64. Export Lumber Co., Pensacola, Fla.
65. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
66. Chas. Este, 20th street and Glenwood avenue, Philadelphia, Pa.
67. D. E. Fryer & Co., 305 Lumber Exchange, Seattle, Wash.
68. Fitzhugh-Luther Co., Chicago, Ill.; informal, no guarantee.
69. L. F. Faure, Kohl Building, San Francisco, Cal.
70. Franklin Chemical Works, Inc., 2d and Bristol streets, Philadelphia, Pa.
71. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
72. Fairbanks Co., 416 Broome street, New York.
73. Fiske Bros. Refining Co., 59 Water street, New York.
74. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
75. Globe Engineering Co., 115 New Montgomery street, San Francisco, Cal.
76. David S. Gay, Winchester, Ky.
77. General Electric Co., Schenectady, N. Y.
78. Arthur Gamwell, Seattle, Wash.
79. A. D. Granger Co., 95 Liberty street, New York.
80. R. W. Geldart, 2 Stone street, New York.
81. Richard H. Grey, 123 California street, San Francisco, Cal.
82. A. L. Hirsh, 368 Greenwich street, New York.
83. Hartman Co., 1231 North Front street, Philadelphia, Pa.
84. Hazard Manufacturing Co., 50 Dey street, New York.
85. R. C. Hoffman & Co., Drawer O, Baltimore, Md.
86. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.
87. Hender Machine Co., Torrington, Conn.
88. Holtzer-Cabot Electric Co., Brookline, Mass.
89. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
90. American Glue Co., 121 Beverly street, Boston, Mass.
91. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
92. Hisey-Wolf Machine Co., 120 Liberty street, New York.
93. Hadwin Houghton, 117 Fulton street, New York.
94. Heine Safety Boiler Co., 421 Olive street, St. Louis, Mo.
95. Hisey-Wolf Machine Co., 2850 Spring Grove avenue, Cincinnati, Ohio.
96. S. F. Hayward & Co., 20 Warren street, New York.
97. Hallidie Machine Co., 216 Second avenue, Seattle, Wash.
98. Interstate Electric Co., Ltd., New Orleans, La.
99. Independent Pneumatic Tool Co., First National Bank building, Chicago, Ill.
100. Ingersoll-Sergeant Drill Co., 11 Broadway, New York.
101. International Silver Co., Meriden, Conn.
102. H. W. Johns-Manville Co., 100 William street, New York.
103. Jenkins Manufacturing Co., 13 Park Row, New York.
104. Kalt Lumber Co., 312 E. 64th street, New York.
105. Arthur Koppel, 66 Broad street, New York.
106. Thomas Kells Sons Co., 240 India street, Brooklyn, N. Y.
107. J. B. Kendall, Washington, D. C.
108. J. H. Leonard & Co., 15 Park Row, New York.
109. R. Levick's Sons & Co., 722 Chestnut street, Philadelphia, Pa.
110. Lumley-Dobson Co., Norfolk, Va.
111. John Lucas & Co., 322 Race street, Philadelphia, Pa.
112. Lima Locomotive and Machine Co., Lima, Ohio.
113. A. Moses Sons & Co., Inc., 73 Wooster street, New York.
114. James McKay & Co., 421 Wood street, Pittsburgh, Pa.
115. McCay Engineering Co., 9 East Lexington street, Baltimore, Md.
116. James McCreery & Co., 64 W. 23d street, New York.
117. J. L. Mott Iron Works, 90 Beekman street, New York.
118. Mitts & Merrill, Saginaw, Mich.
119. Joseph McCreery Co., Toledo, Ohio.
120. C. C. Mengel & Bros. Co., Louisville, Ky.
121. J. L. Mott Iron Works, Washington, D. C.
122. R. W. Mastick, 308 Sacramento street, San Francisco, Cal.
123. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
124. Metal Stamping Co., 408 Broadway, New York.
125. Monongahela Iron and Steel Co., P. O. box 215, Pittsburgh, Pa.
126. M. A. McCormick, Newport, R. I.
127. Manhattan Supply Co., 127 Franklin street, New York.
128. Manning, Maxwell & Moore, 85 Liberty street, New York.
129. Montgomery & Co., 105 Fulton street, New York.
130. Massasoit Manufacturing Co., Fall River, Mass.
131. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
132. Wm. Wirt Clarke & Son, Builders' Exchange, Baltimore, Md.
133. Neville & Grubb, Portsmouth, Va.
134. National Tube Co., 24 State street, New York.
135. New York Lubricating Oil Co., 116 Broad street, New York.
136. Newport Engineering Works, Newport, R. I.
137. Newhall Ship Chandlery Co., 186 Front street, New York.
138. New York Shellac Co., 229 Pearl street, New York.
139. New York Boat Oar Co., 69 West street, New York.
140. New Jersey Foundry and Machinery Co., 9 Murray street, New York.
141. National Electrical Supply Co., Washington, D. C.
142. W. B. Nelson, Lexington, Ky.
143. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
144. Nicolette Lumber Co., Nicolette, W. Va.

Schedule of proposals for naval supplies—Continued.

145. Niles-Bement-Pond Co., 111 Broadway, New York.
146. Ostheimer Bros., 900 Chestnut street, Philadelphia, Pa.
147. George A. Ohl & Co. (Inc.), Newark, N. J.
148. O'Neill Bros., Inc., Howard street and Columbia avenue, Philadelphia, Pa.
149. Oliver Machinery Co., Grand Rapids, Mich.
150. Old Dominion Paper Co., Norfolk, Va.
151. Okonite Co., Ltd., 253 Broadway, New York.
152. Pacific Hardware and Steel Co., 768 7th street, San Francisco, Cal.
153. Palmer, Parker & Co., Charlestown, Mass.
154. Phoenix Paint and Varnish Co., 124 Mark street, Philadelphia, Pa.
155. Pittsburg Plate Glass Co., 60 Vandam street, New York.
156. Porter Co., 194 Water street, New York.
157. S. M. Price Machinery Co., Norfolk, Va.
158. Peckham Co., Newport, R. I.
159. Pool & Macy, 191 Front street, New York.
160. Pettingell-Andrews Co., 160 Pearl street, Boston, Mass.
161. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
162. Rahn-Mayer-Carpenter Co., 2941 Spring Grove avenue, Cincinnati, Ohio.
163. Rand Drill Co., 11 Broadway, New York.
164. Julius Rayner, foot E. Houston street, New York.
165. Royce & Ricketts, Washington, D. C.
166. Rudolph & West Co., Washington, D. C.
167. R. P. Rowe, 100 William street, New York.
168. Railway Supply and Manufacturing Co., Cincinnati, Ohio.
169. Rome Brass and Copper Co., Rome, N. Y.
170. Riverside Mills, Augusta, Ga.
171. Robbins & Myers Co., Springfield, Ohio.
172. H. Rosenthal & Bro., 418 W. Broadway, New York.
173. Rogers & Pyatt (Inc.), 78 Maiden Lane, New York.
174. H. A. Rogers Co., 19 John street, New York.
175. J. B. Roache, 350 Fulton street, New York.
176. Shaw Engineering and Manufacturing Co., 949 Broadway, New York.
177. Stokes Bros. & Co. (Inc.), 30th street below Chestnut, Philadelphia, Pa.
178. E. F. Spears & Sons, Paris, Ky.
179. John H. Saumenig & Co., 229 Park avenue, Baltimore, Md.
180. Scott & Wagner, 525 5th street, San Francisco, Cal.
181. Smith-Courtney Co., Richmond, Va.
182. Smithsonian Development Co., 315 California street, San Francisco, Cal.
183. Swindell Bros., Bayard and Russell streets, Baltimore, Md.
184. B. F. Sturtevant Co., Hyde Park, Mass.
185. Sterling Electric Manufacturing Co., Warren, Ohio.
186. Standard Underground Cable Co., Pittsburgh, Pa.
187. A. G. Spalding & Bros., 126 Nassau street, New York.
188. Sprague Electric Co., 527 W. 34th street, New York.
189. F. A. Somers, 564 6th street, San Francisco, Cal.
190. James B. Smith, 318 California street, San Francisco, Cal.
191. H. B. Smith Machine Co., Smithville, N. J.
192. James K. Shaw, 25 Duane street, New York.
193. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
194. Standard Electrical Manufacturing Co., Flatiron building, New York.
195. Siegel Cooper Co., Sixth avenue and 18th street, New York.
196. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
197. A. P. Swoyer, 17 N. 7th street Philadelphia, Pa.
198. Wm. M. Shear, 14 Fremont street, San Francisco, Cal.
199. Sherman-Brown-Clements Co., 55 Dey street, New York.
200. Stirling Co., Trinity building, New York.
201. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
202. Taunton-New Bedford Copper Co., New Bedford, Mass.
203. H. P. Tyson, 311 Sansome street, San Francisco, Cal.
204. George C. Thomas, 26 Courtlandt street, New York.
205. George H. Tay Co., 51 1st street, San Francisco, Cal.
206. Porter & Moore Co., Norfolk, Va.
207. D. A. Tower, 306 Broadway, New York.
208. United Marine Supply Co., 97 Warren street, New York.
209. U. S. Graphite Co., Saginaw, Mich.
210. U. S. Radiator Co., Dunkirk, N. Y.
211. J. M. Umstadter, Norfolk, Va.
212. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
213. Universal Supply Co., 290 Broadway, New York.
214. M. D. Valentine & Bro. Co., Woodbridge, N. J.
215. Vermilye & Power, 17 Battery Place, New York.
216. Vulcan Iron Works, Wilkes-Barre, Pa.
217. White Hardware Co., Norfolk, Va.
218. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
219. Western Electric Co., 463 West street, New York.
220. Westinghouse Electric and Manufacturing Co., Baltimore, Md.
221. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
222. Sherwin-Williams Co., Cleveland, Ohio.
223. John M. Woods & Co., East Cambridge, Mass.
224. R. M. Wilkinson & Co., Inc., Norfolk, Va.
225. Wm. A. West, Portsmouth, Va.
226. John Wannamaker, Broadway and 10th street, New York.
227. John D. Westbrook, 265 Water street, Norfolk, Va.
228. Wrought Iron Range Co., 1901 Washington avenue, St. Louis, Mo.
229. Wall Rope Works, 56 South street, New York.
230. Woodward, Wight & Co. (Ltd.), New Orleans, La.
231. White Bros., Howard and Spear streets, San Francisco, Cal.
232. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
233. Walworth Manufacturing Co., 128 Federal street, Boston, Mass.
234. F. Wessel Manufacturing Co., 70 Cranberry street, Brooklyn, N. Y.
235. W. H. Wynn, West Decatur, Pa.
236. Eccles & Smith Co., San Francisco, Cal.
237. W. and J. Sloane, New York, N. Y.

SCHEDULE 77

Class 1. Mare Island—Six induction motors—Bidder 41, \$1,309.55; 77, *\$1,170; 220, \$1,262 and \$1,247.

Class 2. Mare Island—Axle pulleys, steel butts, knob locks, chain bolts, etc.—Bidder 56, *\$32.26; 127, \$40.20; 152, \$41.08.

Class 3. Mare Island—10,919 lbs. sheet steel—Bidder 81, \$651.86; 89, units; 91, \$491.35; 131, \$491.35; 152, *\$483.71.

Class 4. Mare Island—One wrought-steel range with double oven—Bidder 89, \$78; 228, \$105.

Class 5. Mare Island—44,800 lbs. wheat hay, 44,800 alfalfa hay, 52,240 lbs. white oats, 22,400 lbs. wheat straw, 500 lbs. cracked corn, 500 lbs. whole corn, and 500 lbs. wheat bran—Bidder 180, \$2,349.85; 189, *\$2,000.25.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 6. Mare Island—500 gals. Eucalyptus boiler compound—Bidder 182 *\$150.

†Class 7. Mare Island—30 cu. yds. stone and 20 cu. yds. sand—Bidder 34, \$105.

Class 8. Puget Sound—2,055 ft. standard lap-welded charcoal iron boiler tubes—Bidder 44, *\$540.57; 156, \$602.89; 81, \$857.10 and \$728.54; 134, \$753.21; 152, \$659.02.

Class 9. Mare Island—3,000 ft. Oregon pine—Bidder 34, *\$117; 65, \$150; 78, \$135.

Class 10. Mare Island—Three lavatories—Bidder 51, \$193; 103, \$187.40; 121, *\$149.43; 205, \$150.50.

SCHEDULE 78.

Class 11. Mare Island—Four pieces blue slate—Bidder 42, *\$37.50; 115, \$38; 219, \$45.

Class 12. Mare Island—12 switchboards—Bidder 27, \$224.50; 42, *\$205.24; 56, \$224.50; 219, \$230.50.

Class 13. Mare Island—Six circuit breakers—Bidder 43, *\$198.50; 77, \$211.20; 219, \$344.

Class 14. Mare Island—500 ft. lighting wire and 2,000 ft. interior communication cable—Bidder 77, \$1,135; 151, \$1,390; 219, \$1,110; 77, *\$760; 219, *\$330.

†Class 15. Mare Island—50 lbs. resistance ribbon and six Veeder counters—No bids.

Class 16. Puget Sound—Thimbles, hooks, etc.—Bidder 78, \$657.20; 80, \$690.50; 127, *\$615.78; 128, \$653.71; 137, \$633.63; 175, \$696.61.

Class 17. Puget Sound—30 doz shackles—Bidder 78, \$135; 80, *\$70.95; 114, \$225; 127, \$76; 128, \$75.50; 137, \$73.90; 175, \$74.50.

Class 18. Mare Island—Four cooling tubs—Bidder 23, \$500; 80, \$379; 81, \$478; 128, \$356; 204, *\$320.

Class 19. Puget Sound—173 lbs. bellows leather—Bidder 97, \$98; 122, *\$86.62.

Class 20. Puget Sound—6 bbls. tar and 1 bbl. tar oil—Bidder 82, *\$84.25.

Class 21. Puget Sound—300 lbs. cork—Bidder 14, *\$50; 23, \$125; 67, \$75; 80, \$65; 127, \$60.

SCHEDULE 79.

Class 31. Puget Sound—5 motors—Bidder 1, \$1,164; 31, *\$903.25; 40, \$963; 39, \$952.30; 52, \$1,279.25; 75, \$1,015 and \$1,040; 77, \$1,045; 97, \$1,246; 171, \$1,068.72; 188, \$926; 208, \$1,054.

Class 32. Puget Sound—2 motors—Bidder 1, \$478; 31, *\$350.80; 40, \$430; 39, \$444; 52, \$509.75; 75, \$440 and \$450; 77, \$400; 97, \$356; 188, \$423.50; 208, \$484.

Class 33. Mare Island—140 lenses—Bidder 58, *\$357; 61, \$380; 108, \$438; 155, *\$227.20.

Class 34. Puget Sound—232 sq. ft. mirror and 16 ft. plate glass—Bidder 61, \$215.20; 78, \$459.20; 108, \$302.88; 155, *\$145.60.

Class 35. Mare Island—300 hinges and 400 corner irons—Bidder 56, *\$31.49; 152, \$51.

†Class 36. Mare Island—1 doz. files—No bids.

Class 37. Puget Sound—1,185 lbs. naval brass—Bidder 47, \$259.85; 89, \$259.85; 97, informal, part of class; 131, *\$259.84; 202, \$272.55.

Class 38. Puget Sound—6,000 ft. white ash—Bidder 65, *\$598; 74, \$957; 78, \$636; 231, \$720.

Class 39. Mare Island—Butterfly valves and adjustable elbows—Bidder 119, *\$642.

Class 40. Mare Island—3 metal strong boxes—Bidder 36, \$130.50.

SCHEDULE 80.

Class 41. Mare Island—2 cylinder emery wheels—Bidder 122, *\$6.

Class 42. Mare Island—2 pneumatic breast drills—Bidder 53, \$180; 86, \$160; 99, *\$101.50; 100, \$135; 128, \$135.50; 163, \$104 and \$147.20; 201, \$150.

Class 43. Mare Island—6 pneumatic hammers—Bidder 53, \$390; 59, \$368; 86, \$384; 99, \$345; 100, \$324; 128, \$224.10; 163, *\$312; 201, \$347.

Class 44. Mare Island—75 tons pig lead—Bidder 69, *\$1,925; 81, \$2,355; 107, \$2,252.25; 190, \$3,187.50 and \$2,126.25.

Class 45. Mare Island—28,422 lbs. steel—Bidder 29, \$1,250.04; 37, *\$1,264.78; 81, \$1,408.59.

Class 46. Mare Island—75 cu. yds. molding sand—Bidder 34, *\$725.

*Accepted.

Class 47. Mare Island—200 ft. pneumatic hose—Bidder 26, \$74; 53, *\$40; 143, \$95; 198, \$60.

Class 48. Mare Island—1,000 lbs. mineral wool—Bidder 7, \$35; 82, \$48.70; 102, *\$30.

Class 49. Mare Island—1,000 lbs. magnesia plastic covering—Bidder 7, \$100; 81, \$99; 102, *\$66.66.

Class 50. Mare Island—900 sq. yds. hair felt—Bidder 7, \$396; 56, \$306; 81, \$360; 102, \$259.25; 213, *\$268.20.

†Class 51. Mare Island—10 cast-iron wall steam radiators—Bidder 81, \$150; 91, \$134.90; 205, \$97.60; 210, \$137.20 and \$102.30.

Class 52. Mare Island—36 crucibles—Bidder 6, *\$126.08; 69, \$147.60; 81, \$168; 91, \$155.76; 128, \$147.

Class 53. Mare Island—1,800 lbs. plumbago—Bidder 6, \$81; 69, \$126; 81, \$142.20; 82, \$94.32; 201, \$76.50; 203, \$126; 209, *\$72.

Class 54. Puget Sound—1 adding machine, 6 ribbons and 10 rolls of paper—Bidder 16, *\$357.20; 97, \$403.40.

SCHEDULE 90.

Class 61. New Orleans—1 locomotive; no award will be made under this class.

Class 62. Puget Sound—1 locomotive—Bidder 33, \$5,850; 63, *\$3,140; 105, \$5,850; 112, \$5,375; 216, \$3,800 and \$4,000.

SCHEDULE 91.

Class 71. Bradford, R. I.—2 100-horsepower water-tube steam boilers—Bidder 24, \$5,367 and \$4,887; 79, \$4,490; 94, \$4,700; 200, \$4,450; 215, \$5,599.50; 200, *\$4,650.

Class 72. New York—1 portable electrically driven universal radial drill—Bidder 80, \$190; 92, *\$190; 128, \$190.

SCHEDULE 92.

Class 81. Annapolis—4 14-in. swinging screw-cutting engine lathes—Bidder 72, \$1,080; 87, \$1,344; 128, \$1,120; 145, \$1,040; 165, \$1,040; 72, *\$540; 165, *\$520.

Class 82. Annapolis—210-in. swingwood-turning lathes—Bidder 127, \$120; 128, *\$110.

Class 83. Annapolis—4 Westcott's patent scroll combination lathe chucks—Bidder 22, \$90; 48, \$94; 72, \$100; 91, \$94; 127, \$95.48; 128, \$90; 129, *\$88; 181, \$97.88.

Class 84. Annapolis—1 Buffalo armor-plate punch and shears—Bidder 17, \$100; 72, \$80; 80, \$79.95; 91, \$80; 128, \$80 and \$72; 129, \$78; 181, *\$64.30.

Class 85. Annapolis—One bolt cutter—Bidder 55, \$236, \$244, and \$262; 72, *\$225; 91, \$234; 128, \$228; 165, \$235; 181, \$234.

SCHEDULE 93.

Class 91. Norfolk—1 bench grinder.—Bidder 55, \$39, \$59, and \$76; 181, *\$37.50.

Class 92. Norfolk—1 improved tenoning machine—Bidder 4, \$210; 55, \$234, \$192, and *\$182; 181, \$229; 191, \$232.

Class 93. Norfolk—1 reciprocating mortiser—Bidder 55, \$209 and \$193; 181, *\$184.98; 191, \$190.

Class 94. Norfolk—Installing one electric hoist and runway in building No. 62—Bidder 8, \$2,250; 145, \$3,245; 224, \$3,430.

SCHEDULE 94.

Class 101. Boston—1 6-in. slotting machine complete—Bidder 128, \$720 and *\$745; 145, \$912.

Class 102. Boston—1 motor-driven sewing machine—Bidder 55, \$108.65 and \$143; 71, *\$95.

SCHEDULE 95.

Class 111. Boston—1 band saw—Bidder 149, *\$700; 181, \$750.

Class 112. Norfolk—1 improved foot power squaring shears—Bidder 55, \$101; 91, \$255; 110, *\$90; 138, \$115; 157, \$100; 181, \$155.

Class 113. Norfolk—1 improved foot power cornice brake—Bidder 55, \$190 and \$237; 110, *\$185; 128, \$200; 147, \$200; 181, \$244.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 114. Norfolk—1 key-setting machine—Bidder 118, *\$1,254.

Class 115. Norfolk—1 engine lathe—Bidder 72, \$455 and \$415; 87, \$615; 128, \$565 and \$515; 145, \$540; 162, *\$454; 181, \$602.

Class 116. Norfolk—3 portable electrical bench grinders—Bidder 80, \$220.50; 91, *\$180; 95, \$220.50; 128, \$220.50; 181, \$210.

SCHEDULE 105.

Class 121. New Orleans—For electric lighting in office building No. 8—Bidder 30, \$875; 98, *\$630.

Class 122. Key West—0,052 ft. yellow pine lumber—Bidder 65, *\$298.72.

†Class 123. Key West—1,100 lbs. structural steel—No bids.

Class 124. Key West—Galvanized standard pipe—Bidder 83, *\$312.18; 127, \$322.92.

Class 125. New Orleans—3 hose carts—Bidder 96, *\$252; 127, \$270; 230, \$262.50.

SCHEDULE 106

Class 131. Pensacola—35 spar buoys—Bidder 225, *\$805; 230, \$905.75.

Class 132. Pensacola—19 doz. pin anchor chain shackles—Bidder 5, \$157; 80, *\$91.84; 107, \$196; 127, \$135.40; 128, \$104.50; 140, \$130.50; 175, \$117.90; 217, \$222; 230, \$111.50.

Class 133. Pensacola—98,845 lbs. anchor chain—Bidder 5, \$3,953.80; 21, \$3,795.64; 80, *\$3,729.42; 107, \$5,930; 125, \$4,448.02, \$5,436.47, and \$6,919.15; 127, \$8,065.75; 140, \$7,680.25; 175, \$8,154.71; 204, \$7,492.45; 217, \$6,820.58.

Class 134. Pensacola—630 machine bolts—Bidder 5, \$130; 128, \$90.99; 217, \$114; 230, *\$93.24.

Class 135. Pensacola—18 doz. spools linen thread and 3,500 yds. A. A. drilling—Bidder 5, \$372.05; 46, *\$346.20; 127, \$379.12.

Class 136. Pensacola—65,634 ft. yellow pine lumber—Bidder 5, \$2,625.36; 64, *\$2,297.19; 65, \$2,789.45; 80, \$4,974.

Class 137. Pensacola—285 spruce poles—Bidder 57, \$1,710; 65, \$1,284.50; 106, \$935; 218, \$1,275; 225, *\$448.75.

Class 138. Pensacola—5,000 lbs. round and flat iron—Bidder 5, \$112.50; 23, \$200; 107, \$112.50; 217, \$150; 230, *\$104.50.

SCHEDULE 108.

Class 141. Norfolk—4,000 ft. rubber insulated and 1,200 ft. lead sheathed cable—Bidder 77, \$1,646.50; 84, \$1,935; 141, \$1,822; 151, \$1,832.75; 186, *\$1,637.20; 219, \$1,697.60.

Class 142. Norfolk—2 pipe-bending machines—Bidder 38, *\$270; 108, \$378; 128, \$300; 141, \$299; 219, \$270.

Class 143. Norfolk—Plumbers' tools—Bidder 71, *\$386.51; 83, \$560.93; 129, \$421.30; 206, \$415.48.

Class 144. Norfolk—500 ft. 3-ply duck cotton air hose—Bidder 83, \$125; 109, \$106; 157, *\$87; 161, \$142; 227, \$107.

Class 145. League Island—1 battery of 12 porcelain enameled iron lavatories and wrought-iron connections—Bidder 51, \$149.35; 103, *\$139.50; 117, \$140.48.

SCHEDULE 109.

Class 151. New York—3,159 incandescent electric lamps—Bidder 35, \$400.21; 77, \$400.21; 141, \$400.21; 160, \$400.21; 185, \$400.21; 194, \$400.21; 219, \$400.21; 232, *\$400.21.

Class 152. Portsmouth, N. H.—6 silver anodes and 25 lbs. bare copper wire—Bidder 47, \$118.25; 129, \$103.50; 165, *\$107.

Class 153. New York—100 glass leyden jars—Bidder 146, *\$40.

Class 154. League Island—5 circuit breakers—Bidder 43, *\$246.24; 77, \$196.50.

Class 155. League Island—Four slate panels—Bidder 132, *\$36; 141, \$38.

Class 156. League Island—5 ammeters and six voltmeters—Bidder 43, *\$182.80; 77, \$373.50; 141,

informal, part of class; 165, \$193.50; 176, \$197.96; 232, \$185.91.

Class 157. New York—300 dry cells and 50 dry battery cells—Bidder 141, *\$158; 219, \$201.50.

Class 158. New York—2,000 ft. insulated wire, 75,000 ft. bell wire, and 15,000 ft. interior communication cable—Bidder 77, \$7,365; 151, \$9,777.20; 218, *\$7,184.75.

Class 159. New York—100 gals. P. & B electrical compound—Bidder 60, \$115; 141, \$123; 175, *\$70; 176, \$140; 218, \$115; 232, \$114.

Class 160. New York—50 vibrating bells, 1,000 plugs, and 3,000 porcelain receptacles—Bidder 77, *\$311.50; 141, \$314; 218, \$319.

Class 161. Portsmouth, N. H.—6 doz. scouring brushes, 1 doz. circular brushes, 12 wire brushes, 3 doz. bristle brushes, 2½ doz. single thick fitch hair brushes, and 4 doz. do. double thick—Bidder 127, \$63.17; 129, \$65.23; 165, *\$63.08.

Class 162. New York—9,600 lbs. pure sisal rope—Bidder 127, \$931.20; 128, \$921.60; 229, *\$816.

Class 163. New York—1 ship's seine—Bidder 127, \$54; 129, \$60; 175, \$54.40; 80, *\$49.74.

Class 164. Boston—135 tons American hemp—Bidder 13, \$30,844.80; 76, \$30,172.50; 142, \$30,982.50; 178, *\$28,485.

Class 165. New York—1,000 yds. double-face velour—Bidder 50, \$2,770; 116, \$2,700; 127, \$2,744; 226, \$2,675; 237, *\$2,650.

Class 166. New York—2,000 yds. momie cloth—Bidder 50, \$3,660; 116, *\$3,400; 127, \$3,648; 226, \$3,520.

Class 167. New York—300 agate bowls for crew's messes—Bidder 28, \$360; 127, \$372; 195, *\$357.

Class 168. New York—Candlestands for flag officers and regular navy standard—Bidder 101, *\$1,610; 108, \$1,676.75.

Class 169. New York—300 lenses for boat running lights—Bidder 127, \$42.65; 156, *\$223.

Class 170. New York—Steel cap screws—Bidder 129, \$150.75; 196, \$149.72; 199, *\$140.08.

Class 171. New York—Round-head brass machine screws—Bidder 71, \$276.75; 196, \$313.34; 199, *\$210.65.

Class 172. Portsmouth—Walrus leather, polishing leather, rubber tubing, felt wheels, and polishing belts—Bidder 129, *\$94.75.

Class 173. New York—197 lbs. round brass rod and 120 lbs. soft seamless drawn brass tubing—Bidder 47, *\$58.91; 109, \$63.71.

Class 174. League Island—265 lbs. copper and 504 lbs. angle iron—Bidder 23, \$95.88; 47, *\$69.99; 167, \$81.37.

Class 175. Portsmouth—Tripoli, nickel, rouge, emery, lye, cyanide of potassium, silver nitrate, ammonia, nitric acid, sulphuric acid, etc.—Bidder 82, \$199.20; 129, *\$118.20; 193, \$161.85.

Class 176. New York—1 printing outfit—Bidder 49, \$319.90; 62, \$380.26; 234, *\$315.49.

Class 177. New York—24 protectors, catcher's—Bidder 187, *\$90.

Class 178. New York—72 footballs—Bidder 187, *\$216.

Class 179. Portsmouth—1 set glass graduates, 2 hydrometers, 25 chemical flasks, 36 bottles for chemicals—Bidder 129, \$41.95; 165, \$34.70; 193, *\$30.82.

Class 180. New York—500 sounding tubes—Bidder 20, *\$1,000.

SCHEDULE 110.

Class 181. Newport—Chest handles, hinges, and brass wood screws—Bidder 71, \$48.03; 127, \$51.32; 129, *\$46.31; 158, \$50.38.

Class 182. Newport—3,400 ft. white pine—Bidder 65, \$354; 158, *\$339.20.

†Class 183. Washington—3 retorts for nitric acid, 4 extra heads, 5 covers, 5 sets doors, 5 sets grates, 5 collecting pots, 3 sets acid-proof pipe, 3 condensers, 1 5-ton scale, and 3 cast-iron trays—No bids.

SCHEDULE 111.

Class 191. League Island—6 electric motors—Bidder 39, \$360 and *\$423; 77, \$640; 88, \$594; 184, \$510.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

†Class 192. League Island—300 lbs. copper wire, 12 lbs. German silver, 8 pieces slate, and 12 insulators—No bids.

Class 193. League Island—52,000 ft. white pine—Bidder 10, *\$3,368; 65, \$3,782.50; 66, \$3,882.50; 74, \$4,128.90; 104, \$3,579.30; 177, \$3,560; 218, \$3,793; 221, \$3,775.

Class 194. League Island—51,000 ft. white ash—Bidder 65, \$3,460; 74, \$3,416.40; 104, \$3,288; 177, *\$2,788.75.

Class 195. League Island—41,000 ft. quartered oak and 3,500 ft. plain oak—Bidder 10, \$3,496; 18, \$3,546; 65, \$3,532.50; 74, \$4,088.45; 104, \$4,154.50; 144, \$257.50, part; 177, *\$3,452.90; 218, \$4,344.50; 221, \$3,727.50.

Class 196. League Island—11,000 ft. mahogany—Bidder 10, \$2,375; 65, \$1,605; 66, \$1,842.50; 74, \$1,958.95; 104, \$1,613; 120, \$1,580; 153, *\$1,572.75; 164, \$1,725; 177, \$1,648; 221, \$2,500; 223, \$1,684.

Class 197. New York—2,000 ash boat hooks—Bidder 127, *\$760; 139, \$900; 175, \$878.

SCHEDULE 112.

Class 201. Norfolk—84 doz. paint brushes—Bidder 11, \$894.48; 172, *\$889.80.

Class 202. Norfolk—150 washbowls, 150 water ewers, and 150 slop jars—Bidder 63, \$363; 117, \$495; 192, *\$342.

Class 203. Norfolk—300 rings for crockery specified in class 202—Bidder 103, \$869; 117, \$1,400; 192, *\$729.

Class 204. Norfolk—150 brush holders and 200 soap dishes—Bidder 103, \$78.50; 117, \$90; 124, \$125; 127, \$42.50; 192, *\$71.25.

Class 205. Norfolk—About 100 boxes window glass—Bidder 82, *\$434.30; 111, \$505.54; 132, \$527.76; 183, \$486.54.

Class 206. Norfolk—5,300 lbs. boiler rivets—Bidder 80, *\$139.88; 128, \$156.78.

Class 207. Norfolk—Wood and machine screws, round and flat heads—Bidder 15, \$296.40; 71, \$322.30; 166, *\$276.23; 196, \$387.64; 199, \$319.40.

Class 208. Norfolk—12 hydraulic jacks—Bidder 71, \$516; 80, \$538.38; 107, \$498 and \$453.60; 110, \$540; 127, \$516; 128, \$513.70; 129, \$493.80; 132, \$518.88; 157, \$336; 174, \$501.60; 175, \$423.84; 199, \$514.50; 206, \$468; 217, *\$256.80.

Class 209. Norfolk—Machine nuts, rivets, lag screws, tacks, nails, irons, carpenter's pencils, tool holders, etc.—Bidder 71, *\$305.38; 127, \$364.62; 129, \$340.88; 206, \$369.04.

Class 210. Norfolk—3,000 ft. white ash—Bidder 10, \$1,680; 18, *\$1,460; 65, \$1,522.50; 66, \$1,750.20; 74, \$1,723.50; 218, \$1,770; 221, \$1,500; 223, \$1,542.

Class 211. Norfolk—130,000 ft. white pine—Bidder 10, *\$8,287.50; 19, \$9,100; 65, \$8,760; 74, \$10,233; 218, \$8,760; 221, \$9,900.

Class 212. Norfolk—50,000 ft. North Carolina pine—Bidder 10, *\$1,600; 19, \$1,725; 57, \$1,725; 65, \$2,000; 66, \$2,575.

Class 213. Norfolk—22,289 lbs. Tobin bronze—Bidder 12, *\$4,523.77.

Class 214. Norfolk—6,300 lbs. sheet lead—Bidder 47, \$430.92; 133, \$459.90; 167, *\$426.32; 217, \$497.

Class 215. Norfolk—10,000 lbs. galvanized sheet steel—Bidder 47, *\$299; 85, \$304.50; 127, \$309; 131, \$313; 133, \$304.50; 217, \$314.

Class 216. Norfolk—5,000 lbs. lampblack, 5,000 lbs. venetian red, and 5,000 lbs. yellow ocher—Bidder 93, \$813.50; 111, \$817.50; 154, *\$802.50; 217, \$950; 222, \$940.

Class 217. Norfolk—3,000 lbs. beef tallow—Bidder 9, *\$263.60; 73, \$313; 82, \$287.

Class 218. Norfolk—10,000 lbs. orange gum shellac—Bidder 138, \$5,200; 173, *\$5,000.

Class 219. Norfolk—10,000 galls. lubricating oil—Bidder 45, \$3,050; 58, \$3,400; 73, \$3,900; 135, \$4,500; 212, *\$2,950.

Class 220. Norfolk—5,000 galls. lard oil—Bidder 9, \$3,650; 45, \$2,025; 58, \$3,550; 73, \$3,700; 123, \$3,761; 159, *\$3,494.50.

Class 221. Norfolk—2,000 galls. mineral lard oil—Bidder 135, \$1,000; 212, *\$700.

*Accepted.

Class 222. Norfolk—5,000 lbs. concentrated lye—Bidder 82, \$221.50; 165, \$250; 193, *\$204.

Class 223. Norfolk—2,000 lbs. carbonate of potash—Bidder 82, \$144.60; 165, *\$130; 193, \$154.

Class 224. Norfolk—3,000 lbs. granular sodium carbonate—Bidder 70, *\$70.62; 28, \$82.20; 193, \$74.40.

Class 225. Norfolk—500 lbs. sal ammoniac—Bidder 82, *\$57.40.

Class 226. Washington—146 gross assorted rubber bands and 71 gross thread rubber bands—Bidder 2, \$239.29; 3, *\$221.12; 25, \$314.33; 150, \$265.27; 179, \$394.80.

Class 227. Norfolk—400 doz. memorandum pads—Bidder 2, *\$224; 46, \$346; 150, \$346; 199, \$424; 207, \$462; 213, \$457.80.

Class 228. Washington—12 doz. stenographer's notebooks, 15 doz. letter books, and 250 doz. memorandum pads—Bidder 2, *\$190.34; 25, \$224.54; 46, \$239.30; 150, \$198.63; 179, \$289; 207, \$286.52; 213, \$351.37.

Class 229. Washington—50 rms. court-martial paper and 50 rms. foolscap—Bidder 2, \$322; 46, \$339; 150, *\$248; 207, \$281; 213, \$324.33.

Class 230. Washington—650 rms. typewriter paper, linen; 650 rms. manifold and 80 boxes typewriter carbon paper—Bidder 2, \$1,085.15; 150, \$1,165.40; 207, \$1,109.50; 213, *\$1,028.91.

Class 231. Washington—90 rms. manila wrapping paper—Bidder 2, \$312.50; 25, *\$308.60; 46, \$408; 127, \$334.10; 150, \$316.70.

Class 232. Washington—Lead pencils and steel pens—Bidder 2, *\$361.63; 46, \$396.43; 150, \$404.33; 179, \$430.20; 207, \$397.55.

Class 233. Washington—Arm rests, desk baskets, blotters, brushes, clips, sponge, erasers, paper fasteners, letter files, stamp ink, ink, inkstands, mucilage, oil boards, stamp pads, paper weights, pins, and other miscellaneous stationery supplies—Bidder 2, *\$642.80; 46, \$733.69; 150, \$704.30; 207, \$895.05.

Class 234. Norfolk—500 lbs. sponges—Bidder 113, \$375 and \$260; 133, *\$297.25; 175, \$341; 193, \$312.50; 217, \$540.

Class 235. Norfolk—7½ doz. chamois skins—Bidder 2, \$74.25; 46, \$44.25; 113, *\$37.50; 127, \$75; 150, \$90.90; 165, \$62.62; 175, \$44.17; 193, \$40.12; 208, \$42.

Class 236. Washington—100 cash boxes—Bidder 2, \$87; 46, *\$74; 150, \$89; 207, \$90; 217, \$240.

Class 237. Washington—1,000 rolls toilet paper—Bidder 2, \$64; 150, *\$52.50.

Class 238. Norfolk—30 rms. emery cloth, 50 rms. sandpaper, and 5 rms. crocus cloth—Bidder 9, \$520.55; 80, \$518.40; 90, \$520.45; 129, \$520.25; 132, \$535.95; 208, \$594.90; 213, \$516.55; 217, \$293.75.

Class 239. Norfolk—150 blbs fire clay—Bidder 47, \$364.50; 127, \$291; 128, \$285; 132, \$232.50; 211, *\$208.50; 214, \$270; 217, \$283.50.

Class 240. Norfolk—90,000 lbs. white cotton waste—Bidder 130, \$7,593.75; 148, \$8,091; 168, *\$7,200; 170, \$7,605.

SCHEDULE NO. 130.—Bureau of Navigation.

Class 241. Newport—Constructing concrete conduit and return main—Bidder 54, \$3,448 and \$4,051; 126, \$5,398, \$5,470, \$6,284, and \$6,478; 136, \$4,975 and \$3,975; 233, \$4,500; 54, *\$3,215.

Class 242. Newport—Constructing extension of boiler-house building—Bidder 54, \$12,296; 126, *\$9,547, \$6,554, and \$9,054.

OPENED SEPTEMBER 26, 1905.

1. American Electric Lamp Co., 26, Cortlandt street, New York.

2. American Mica Co., Newton Lower Falls, Mass.

3. American Steam Gage and Valve Manufacturing Co., 208 Camden street Boston, Mass.

4. American Lumber Manufacturing Co., Publication building, Pittsburg, Pa.

5. American Electric Telephone Co., Englewood, Ill.

†No award.

Schedule of proposals for naval supplies—Continued.

6. Biggs Heating Co., Washington, D. C.
7. Boston Lumber Co., 27 Kilby street, Boston, Mass.
8. Blacker & Shepard Co., 350 Albany street, Boston, Mass.
9. John Bliss & Co., 128 Front street, New York.
10. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.
11. Bridgeport Brass Co., 253 Broadway, New York.
12. John Brown & Sons, 722 E. Pratt street, Baltimore, Md.
13. F. S. Banks & Co., 90 Wall street, New York.
14. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.
15. A. L. Cherry & Co., Portsmouth, Va.
16. Crucible Steel Co. of America, P. O. box 76, Pittsburg, Pa.
17. J. F. Carter Co., Beverly, Mass.
18. James B. Clow & Sons, 342 Franklin street, Chicago, Ill.
19. Carpenter Steel Co., Reading, Pa.
20. Colonial Steel Co., Keystone building, Pittsburg, Pa.
21. James Clendenin, P. O. box 1002, Baltimore, Md.
22. Crocker-Wheeler Co., Ampere, N. J.
23. Wm. Wirt Calrke & Son, Builders' Exchange, Baltimore, Md.
24. Columbia Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.
25. J. S. Crawford, Portsmouth, Va.
26. Eugene Dietzgen Co., 119 W. 23d street, New York.
27. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
28. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
29. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
30. Fiske & Co., Inc., 161 Devonshire street, Boston, Mass.
31. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
32. General Supply Co., Norfolk, Va.
33. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
34. George W. Gale Lumber Co., Cambridge, Mass.
35. Goodyear's India Rubber Glove Manufacturing Co., 503 Broadway, New York.
36. General Electric Co., Schenectady, N. Y.
37. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
38. R. W. Geldart, 2 Stone street, New York.
39. A. D. Granger Co., 95 Liberty street, New York.
40. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
41. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
42. Herrick Co., 49 Broad street, New York.
43. A. L. Hirsh, 368 Greenwich street, New York.
44. A. & H. G. Hammett, Newport, R. I.
45. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
46. John Henning & Son, Washington, D. C.; Informal; no guarantee.
47. Hart Packing Co., 145 High street, Boston, Mass.
48. Holtzer-Cabot Electric Co., Brookline, Mass.
49. Heine Safety Boiler Co., 421 Olive street, St. Louis, Mo.
50. E. B. James Lumber Co., 16 Central street, Boston, Mass.
51. Charles R. Johnson, Norfolk, Va.
52. Kalt Lumber Co., 312 E. 64th street, New York.
53. C. S. Knowles, 7 Arch street, Boston, Mass.
54. E. Keeler Co., Williamsport, Pa.
55. Keuffel & Esser Co., 127 Fulton street, New York.
56. L. G. Banning, 5th and Main streets, Cincinnati, Ohio.
57. O. T. Louis Co., 59 Fifth avenue, New York.
58. A. Lietz Co., 422 Sacramento street, San Francisco, Cal.
59. Andrew J. Morse & Son, Inc., 221 High street, Boston, Mass.
60. McCambridge & Co., Ltd., 525 Cherry street Philadelphia, Pa.
61. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
62. Mica Insulator Co., 218 Water street, New York.
63. W. B. Moses & Sons, Washington, D. C.
64. Manhattan Electrical Supply Co., 26 Cortlandt street, New York.
65. Montgomery & Co., 105 Fulton street, New York.
66. Manning, Maxwell & Moore, 85 Liberty street, New York.
67. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
68. Milbury Atlantic Supply Co., 51 Walker street, New York.
69. National Electrical Supply Co., Washington D. C.
70. New York Boat Oar Co., 69 West street, New York.
71. New York Sand Facing Co., 610 Kent avenue, Brooklyn, N. Y.
72. National Water Tube Boiler Co., New Brunswick, N. J.
73. Neville & Grubb, Portsmouth, Va.
74. T. S. & J. D. Negus, 140 Water street, New York.
75. S. Obermayer Co., Cincinnati, Ohio.
76. J. W. Paxson Co., 1021 W. Delaware avenue, Philadelphia, Pa.
77. Porter & Moore Co., Norfolk, Va.
78. Penn Metal Ceiling and Roofing Co., Ltd., 559 Atlantic avenue, Boston, Mass.
79. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
80. Portland Stone Ware Co., 42 Oliver street, Boston, Mass.
81. Pettingell-Andrews Co., 160 Pearl street, Boston, Mass.
82. Republic Rubber Co., 47 Warren street, New York.
83. Royce & Ricketts, Washington, D. C.
84. Randolph-Clowes Co., Waterbury, Conn.
85. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
86. Henry Sondheimer, 1224 S. Robey street, Chicago, Ill.
87. Wm. R. Sattler, 10 Barclay street, New York.
88. B. F. Sturtevant Co., Hyde Park, Mass.
89. Standard Underground Cable Co., Pittsburg, Pa.
90. A. Schrader's Sons, Inc., 32 Rose street, New York.
91. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
92. Sprague Electric Co., 527 W. 34th street, New York.
93. Sterling Electric Manufacturing Co., Warren, Ohio.
94. Schmidt-Wilckes Electric Co., 522 Gregorie avenue, Hoboken, N. J.
95. A. J. Tower Co., 35 Howard street, New York.
96. Universal Supply Co., 290 Broadway, New York.
97. United Marine Supply Co., 97 Warren street, New York.
98. J. M. Umstadter, Norfolk, Va.
99. Vermilye & Power, 17 Battery Place, New York.
100. Wilhelm Telephone Manufacturing Co., 45 N. Division street, Buffalo, N. Y.
101. Ichabod T. Williams & Sons, 222 Eleventh avenue, New York.
102. John M. Woods & Co., East Cambridge, Mass.
103. Francis T. Witte Hardware Co., 106 Chambers street, New York.
104. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
105. John Wanamaker, Broadway and 10th street, New York.
106. W. P. Youngs & Bros., 35th street and Fifth avenue, New York.
107. Babcock & Wilcox Co., North American Building, Philadelphia, Pa.

Schedule of proposals for naval supplies—Continued.

108. Western Telephone Co., 42 West Jackson street, Chicago, Ill.

109. Western Electric Co., New York.

110. Shaw Engineering and Manufacturing Co., 1603 Fuller Building, New York; informal, no guarantee.

***SCHEDULE 104.—Bureau of Navigation.**

Class 1. Guantanamo Bay—36 telephones and 1,000 glazed porcelain cleats—Bidder 5, \$792, part of class; 48, \$378.90; 69, \$386; 94, \$378, part of class; 97, \$474; 100, \$480; 108, \$481.

Class 2. Guantanamo Bay—3,450 ft. lead-sheathed telephone cables and 7,500 ft. No. 14 copper telephone wire—Bidder 69, \$3632.

SCHEDULE 125.

Class 11. New York—2 ventilating fans—Bidder 22, \$177; 36, \$320 and \$252; 83, \$200; 88, \$264; 92, \$154.

Class 12. Norfolk—6,000 ft. rubber-insulated lead-sheathed cable—Bidder 36, \$3,322; 89, \$3,406.20; 109, \$714, part.

Class 13. Norfolk—Knife switches, hand connectors, cable connectors, fuse terminals—Bidder 97, \$36.10.

Class 14. Norfolk—900 yds. broken stone and 500 yds. broken stone screenings—Bidder 32, \$2,580; 23, \$2,640.

Class 15. Norfolk—6 tons standard cast-iron water pipe—Bidder 14, \$252; 18, \$186; 41, \$238.20; 73, \$210; 98, \$180.

Class 16. New York—Photographers' supplies—Bidder 57, \$45.19; 91, \$82.26.

†Class 17. New York—15 cement-testing briquet molds, 3 doz. test tubes, 4 cement sample cans, 1 measuring glass, 1 scales, 2 prs. cement tester's rubber gloves—No bids.

Class 18. New York—Lead pencils, drawing ink, paste, paper, etc.—Bidder 26, \$107.79; 55, \$133.71; 57, \$106.59.

Class 19. New York—Photographic supplies—Bidder 26, \$237.12; 57, \$275.83.

SCHEDULE 126.

Class 21. New York—200 lbs. comprest mica plate—Bidder 2, \$325; 62, \$234; 69, \$387.40.

Class 22. New York—85,000 incandescent lamps—Bidder 1, \$12,052.50; 24, \$12,857.50; 36, \$12,857.50; 64, \$12,187.50; 69, \$12,052; 93, \$12,970; 97, \$10,700; 104, \$11,602.50; 109, \$12,857.50.

Class 23. New York—9 recording voltmeters—Bidder 36, \$765.

†Class 24. New York—1 portable millivoltmeter—Bidder 69, \$219.50; 109, \$137.

Class 25. Boston—Slate insulating bases for thermostats—Bidder 53, \$33; 69, \$17; 109, \$23.50.

Class 26. New York—1 box batteries, 1 electric soldering pot, 4 polarity indicators, 100 outlet elbows, and 300 globes for ceiling fixtures—Bidder 97, \$156.60; 109, \$113.

Class 27. Boston—40 tons molder's sand—Bidder 29, \$119.20; 71, \$128; 75, \$90; 76, \$240.

Class 28. Boston—4,000 fire brick—Bidder 29, \$112; 30, \$164; 66, \$180; 75, \$150; 76, \$160; 80, \$190.

Class 29. New York—2 chain blocks—Bidder 13, \$142.50; 65, \$142.50; 66, \$142.50; 85, \$142.50; 23, \$95.

Class 30. Boston—60 crucibles—Bidder 21, \$117; 45, \$123; 42, \$117.60; 66, \$131.34; 71, \$117; 75, \$118.50; 76, \$117; 87, \$116.76; 23, \$140.40.

†Class 31. New York—Hand speed counters, micrometer, wire gages, screw jacks and levers, try-squares, vises, pipe tongs, rules, waste cans, and 1,500 ft. galvanized iron annealed wire rope—Bidder 65, \$159.80; 85, \$1,049.15.

Class 32. Boston—2,400 cap screws, 20 gross machine screws, 295 lbs. Bessemer steel, 17 lbs. copper tubing—Bidder 31, \$61.46; 65, \$89.48; 85, \$62.68.

Class 33. Boston—17,000 ft. northern pine—Bidder 7, \$550; 8, \$533; 28, \$658; 34, \$510; 37, \$764.15; 50, \$560.15.

*Accepted.

Class 34. Boston—3,613 ft. yellow pine—Bidder 28, \$177.59; 50, \$188.50.

Class 35. Boston—A large quantity of tool steel—Bidder 13, \$204.21; 16, \$835.96 and \$452.01; 19, \$452.87 and \$894.67; 20, \$446.51; 61, \$380.55; 65, \$599.10.

Class 36. Boston—12 buffers and 44 gaskets—Bidder 33, \$36; 41, \$69; 47, \$43.

Class 37. 1,900 lbs. brass tubing—Bidder 10, \$371.45; 11, \$368.60; 21, \$361; 84, \$374.30.

Class 38. New York—4 steam engine indicators—Bidder 3, \$199; 38, \$147.32; 65, \$156; 66, \$220; 103, \$199.

Class 39. New York—25 sounding machines—Bidder 9, \$625; 58, \$486.25; 74, \$675.

Class 40. Boston—2,400 lbs sea-coal facing in barrels—Bidder 29, \$16.80; 71, \$14.16; 75, \$14.40; 76, \$24; 23, \$18.

SCHEDULE 127.

Class 41. Norfolk—A quantity of carpets—Bidder 25, \$146.65.

Class 42. Norfolk—1 enameled bath tub and siphonjet water-closet—Bidder 15, \$17; 60, \$63.50.

Class 43. Norfolk—1 kitchen stove—Bidder 15, \$40; 25, \$40.

†Class 44. Newport—24 steelyards—No bids.

Class 45. Newport—2,000 ft. brass rod and 1,000 ft. bronze rod—Bidder 10, \$385.58; 11, \$384.50; 21, \$384.50; 40, \$385.58; 44, \$490; 67, \$385.58; 84, \$392.

Class 46. Indian Head—17,817 lbs. galvanized corrugated iron and 275 ft. galvanized plain ridging—Bidder 21, \$551.91 and \$541.28; 45, \$574.15; 66, \$642.84; 67, \$948.79; 78, \$544.16.

SCHEDULE 128.

Class 51. New York—20 easy reed chairs—Bidder 38, \$308.80; 63, \$300; 105, \$300.

Class 52. New York—50 coils picture cord and 100 yds. wire cloth—Bidder 65, \$77; 85, \$72; 96, \$79; 103, \$85.50.

Class 53. Norfolk—2 sets taps and dies—Bidder 12, \$72; 45, \$99; 65, \$114; 66, \$90.50; 77, \$125.

Class 54. Norfolk—Graining combs, copper measures, gouges, tap wrenches, bolts, buttons, books, nails, rings, staples, wire, hinges, sheet lead, brass, machinery steel, caps, couplings, elbows, cocks, copper pipe, files and drills—Bidder 12, \$119.39; 31, \$124.64; 65, \$142.84; 73, \$234.43; 85, \$177.05.

Class 55. Boston—45,000 ft. white cedar—Bidder 28, \$3,825; 37, \$5,977.50; 51, \$3,435.

Class 56. Norfolk—72 ft. suction hose—Bidder 33, \$216; 41, \$144; 66, \$244.80; 73, \$244.80; 79, \$263.52; 82, \$187.20; this class will probably be canceled.

Class 57. Norfolk—60 lbs. sheet gum—Bidder 33, \$57; 41, \$66; 79, \$73.50; 82, \$73.50; 97, \$63.

Class 58. Norfolk—A large quantity of seamless-drawn brass tubing—Bidder 10, \$858.35; 11, \$849.28; 21, \$881; 84, \$866.43.

Class 59. New York—A quantity of pipe and fittings—Bidder 41, \$264.80; 67, \$247.45.

Class 60. Norfolk—A quantity of acids, ammonia, phosphide of calcium and gypsum—Bidder 43, \$33.20; 73, \$40.25; 91, \$27.31.

Class 61. Norfolk—2 sets diving apparatus—Bidder 59, \$2,126; 90, \$2,140.

Class 62. Norfolk—24 lenses—Bidder 27, \$52.35.

SCHEDULE 129.

Class 71. New York—30,000 ft. white ash—Bidder 4, \$1,725; 28, \$1,925; 37, \$1,927.50; 52, \$1,790; 56, \$1,780; 86, \$1,825; 106, \$1,900.

Class 72. New York—30,000 ft. white cedar—Bidder 28, \$2,587.50; 37, \$4,235; 51, \$2,009.80.

Class 73. New York—A large quantity of white pine—Bidder 4, \$6,925; 28, \$8,850; 37, \$7,803.75; 52, \$6,785; 106, \$6,762.50.

Class 74. New York—20,000 ft. yellow pine—Bidder 28, \$1,330.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 75. New York—20,000 ft. spruce—Bidder 4, \$700; 28, \$500; 52, \$547; 106, *\$530.

Class 76. New York—A large quantity of cherry, mahogany, yellow poplar, white oak, white hickory, and white maple—Bidder 4, \$1,507.50; 28, \$1,522.50; 52, \$1,663; 101, \$1,545; 102, *\$1,504.65; 106, \$1,655.50.

Class 77. New York—800 each black jackets, overalls, and hats—Bidder 17, \$1,784 and \$1,344; 68, *\$1,648; 95, \$1,720.

Class 78. New York—800 pra. rubber boots—Bidder 35, \$2,400; 68, *\$2,400.

Class 79. New York—500 index cards and a large quantity of blanks—Bidder 96, *\$101.11.

Class 80. New York—1,600 white ash oars—Bidder 70, *\$3,374.

SCHEDULE 131.—Bureau of Medicine and Surgery.

†Class 81—For furnishing and installing three water-tube boilers at the naval hospital, Washington, D. C.—Bidder 6, \$6,128 and \$6,328; 39, \$6,732; 49, \$5,921 and \$5,721; 54, \$5,496; 72, \$5,277; 99, \$6,216; 107, \$7,506.

†Class 82—For furnishing and installing coal hoisting and conveying apparatus at the naval hospital, Washington, D. C.—Bidder 6, \$1,000.

OPENED OCTOBER 3, 1905.

- Bidder 1. Alexander & Garsed Charlotte, N. C.
2. Armour & Co., 205 La Salle street, Chicago, Ill.
3. American Mica Co., Newton Lower Falls, Mass.
4. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.
5. Brandlee & Co., 726 Richmond street, Philadelphia, Pa.; informal, no guarantee.
6. Bridgeport Brass Co., 253 Broadway, New York.
7. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.
8. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.
9. John Brown & Sons, 722 E. Pratt street, Baltimore, Md.
10. F. S. Banks & Co., 90 Wall street, New York.
11. Bowers Rubber Co., 42 Sacramento street, San Francisco, Cal.
12. Boston Mirror Co., 10 Washington street, North Boston, Mass.; informal, no guarantee.
13. Buffalo Forge Co., Buffalo, N. Y.
14. Baker & Hamilton, 2 Pine street, San Francisco, Cal.
15. Bailey-Smith Machine Co., 91 Fremont street, San Francisco, Cal.
16. Coastwise Dredging Co., Norfolk, Va.
17. R. P. Clarke Co., Washington, D. C.
18. James Clendenin, P. O. box 1002, Baltimore, Md.
19. Coe Brass Manufacturing Co., Ansonia, Conn.
20. Carnegie Steel Co., Pittsburg, Pa.
21. Carbon Steel Co., 32d and Smallman streets, Pittsburg, Pa.
22. Crane Co., 165 Jackson street, Seattle, Wash.
23. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.
24. Robert A. Carter, P. O. box 215, Pittsburg, Pa.
25. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
26. Camden Forge Co., Camden, N. J.
27. Compressed Air Machinery Co., 24 1st street, San Francisco, Cal.
28. A. S. Carman, Vallejo Junction, Cal.
29. H. S. Crocker Co., 217 Bush street, San Francisco, Cal.
30. W. E. Clarke & Co., 120 Milk street, Boston, Mass.
31. Columbus Pneumatic Tool Co., Columbus, Ohio.
32. Carpenter Steel Co., Reading, Pa.
33. Drew Machinery Agency, Manchester, N. H.

34. Henry Disston & Sons, Inc., P. O. box 1537, Philadelphia, Pa.
35. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
36. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.
37. Driggs-Seabury Ordnance Corporation, Sharon, Pa.
38. Diebold Safe and Lock Co., Canton, Ohio.
39. Claude A. Dickie, 205 La Salle street, Chicago, Ill.
40. Electric Boat Co., 11 Pine street, New York.
41. Edward J. Etting, Harrison Building Philadelphia, Pa.
42. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
43. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
44. Fitz, Dana & Co., 110 North street, Boston, Mass.
45. Charles Lewis Fulkert, P. O. box 43, Trenton, N. J.
46. R. Farland & Sons Co., 160 Portland street, Boston, Mass.
47. Arthur Gamwell, Seattle, Wash.
48. Gould Storage Battery Co., W. 34th street, New York.
49. B. F. Goodrich Co., 66 Reade street, New York.
50. William D. Gill & Sons, 701 President street, Baltimore, Md.
51. R. W. Geldart, 2 Stone street, New York.
52. H. C. Gable Lebanon, Pa.
53. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
54. Richard H. Grey, 123 California street, San Francisco, Cal.
55. General Electric Co., Schenectady, N. Y.
56. Goodyear Rubber Co., 577 Market street, San Francisco, Cal.
57. Graton & Knight Manufacturing Co., Worcester, Mass.
58. Hardwood Lumber Co., 354 Berry street, San Francisco, Cal.
59. Harrington, King & Co., 79 Commercial street Boston, Mass.
60. A. L. Hirsh, 308 Greenwich street, New York.
61. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
62. R. C. Hoffman & Co., Drawer O, Baltimore, Md.
63. Hayward Bros. & Wakefield Co., 659 Mission street, San Francisco, Cal.
64. Hirsh & Kaiser, 7 Kearney street, San Francisco, Cal.
65. Harron, Rickard & McCone, San Francisco, Cal.
66. Hall Safe Co., Cincinnati, Ohio.
67. Hallidie Machinery Co., Seattle, Wash.
68. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
69. G. D. Holmes, Washington, D. C.
70. Holtzer-Cabot Electric Co., Brookline, Mass.
71. R. Hoehn Co., 83 Chambers street, New York; informal, no guarantee.
72. H. A. Hughes Co., Calvert street, Baltimore, Md.
73. Hutchinson Cement Co., 35 S. Williams street, New York.
74. Handlan Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
75. Hawley Down Draft Furnace Co., 1419 Broadway, New York.
76. Holyoke Belting Co., Holyoke, Mass.; informal.
77. A. W. Harris Oil Co., Providence, R. I.
78. Henshaw, Bulkley & Co., Fremont and Mission streets, San Francisco, Cal.
79. Ingersoll, Sargeant Drill Co., 11 Broadway, New York.
80. Jenkins Manufacturing Co., 13 Park Row, New York.
81. G. S. Josselyn & Co., 38 Market street, San Francisco, Cal.
82. H. W. Johns-Manville Co., 100 Williams street, New York.

*Accepted.

† No award.

Schedule of proposals for naval supplies--Continued.

83. J. B. Kendall, Washington, D. C.
84. Kalt Lumber Co., 212 E. 64th street, New York.
85. Keuffel & Esser Co., 127 Fulton street, New York.
86. J. H. Leonard & Co., 15 Park Row, New York.
87. Otto Luhn & Co., 117 Drummond street, San Francisco, Cal.
88. Levenson Co., 108 California street, San Francisco, Cal.
89. Lebanon Chain Works, Lebanon, Pa.
90. Lunkenheimer Co., P. O. box 876, Cincinnati, Ohio.
91. John Lucas & Co., 322 Race street, Philadelphia, Pa.
92. Mack Manufacturing Co., Land Title Building, Philadelphia, Pa.
93. R. H. Macy & Co., Broadway and 34th street, New York.
94. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
95. Montgomery & Co., 105 Fulton street, New York.
96. Manhattan Supply Co., 127 Franklin street, New York.
97. Manning, Maxwell & Moore, 85 Liberty street, New York.
98. J. C. Martin & Co., 117 New Montgomery street, San Francisco, Cal.
99. O. P. Mooney, Seattle, Wash.
100. Meyer & Goetze, 109 Worth street, New York.
101. William S. Miller, Rialto Building, San Francisco, Cal.
102. Monongahela Iron and Steel Co., Pittsburg, Pa.
103. J. L. Mott Iron Works, Washington, D. C.
104. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
105. P. R. Mitchell Co., 185 Canal street, New York.
106. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
107. Mesker & Bro., 421 S. 6th street, St. Louis, Mo.
108. Massasoit Manufacturing Co., Fall River, Mass.
109. Nelson, Morris & Co., Union Stock Yards, Chicago, Ill.
110. Nathan Dohrmann Co., 351 Bush street, San Francisco, Cal.
111. National Water Tube Boiler Co., New Brunswick, N. J.
112. Noblit Bros. Co., 222 S. 2d street, Philadelphia, Pa.
113. National Mortar Co., Washington, D. C.
114. National Electrical Supply Co., Washington, D. C.
115. Niles-Bement-Pond Co., 111 Broadway, New York.
116. New Jersey Asbestos Co., 52 Dey street, New York.
117. New Jersey Foundry and Machine Co., 9 Murray street, New York.
118. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
119. Norfolk Dredging Co., Norfolk, Va.
120. Old Dominion Paper Co., Norfolk, Va.
121. Pacific Steel and Wire Co., 100 Front street, San Francisco, Cal.
122. Pacific Jupiter Steel Co., Crossley Building, San Francisco, Cal.
123. Peach Bottom Slate Producers' Association, Delta, Pa.
124. Pacific Hardware and Steel Co., 700 7th street, San Francisco, Cal.
125. Pacific Coast Rubber Co., 453 Mission street, San Francisco, Cal.
126. Pittsburg Plate Glass Co., 41 Sudbury street, Boston, Mass.
127. Pacific Tool and Supply Co., 111 1st street, San Francisco, Cal.
128. Pioneer Soap Co., 220 California street, San Francisco, Cal.
129. Porter Co., 194 Water street, New York.
130. Rome Brass and Copper Co., Rome, N. Y.
131. William C. Robinson & Son Co., 336 North street, Baltimore, Md.
132. H. Rosenthal & Bro., New York.
133. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
134. A. J. Ranken & Co., 15 Pine street, San Francisco, Cal.
135. John A. Roebblings & Sons Co., 117 Liberty street, New York.
136. Rand Drill Co., 11 Broadway, New York.
137. Remington & Sherman, 38 Parke place, New York.
138. Railway Supply and Manufacturing Co., 100 Broadway, New York.
139. Randolph-Clowes Co., Waterbury, Conn.
140. Wm. Roche, 52 Park Place, New York.
141. Rudolph & West Co., Washington, D. C.
142. J. B. Roacho, 350 Fulton street, Brooklyn, N. Y.
143. Royce & Ricketts, Washington, D. C.
144. Rockwell Engineering Co., 26 Cortlandt street, New York.
145. Charles G. Smith & Son, Washington, D. C.
146. James K. Shaw, 25 Duane street, New York.
147. T. H. Sellers, 61 Stuart street, San Francisco, Cal.
148. David Shuldmer, 325 E. 64th street, New York.
149. Stiffel & Freeman, 723 Chestnut street, Philadelphia, Pa.
151. Wm. R. Sattler, 10 Barclay street, New York.
152. Scovill Manufacturing Co., Waterbury, Conn.
153. Sprague Electric Co., 527 W. 24th street, New York.
154. B. F. Sturtevant Co., Hyde Park, Mass.
155. Scully Steel and Iron Co., 69 Halsted street, Chicago, Ill.
156. Swift & Co., Union Stock Yards, Chicago, Ill.
157. H. M. Storms Co., 11 Vandewater street, New York.
158. Edward A. Temple, 100 William street, New York.
159. Taunton-New Bedford Copper Co., New Bedford, Mass.
160. The Thread Agency, 179 Lincoln street, Boston, Mass.
161. Tatham & Bowen, 36 Fremont street, San Francisco, Cal.
162. Tacoma Mill Co., Tacoma, Wash.
163. Charles J. Tagliabue Manufacturing Co., 53 Fulton street, San Francisco, Cal.
164. Universal Supply Co., 290 Broadway, New York.
165. United States Safe Co., Elizabeth, N. J.
166. United Marine Supply Co., 97 Warren street, New York.
167. Vermilye & Power, 17 Battery place, New York.
168. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
169. Whittier-Coburn Co., 18 Fremont street, San Francisco, Cal.
170. Peter Woll & Sons, Mosher and Bank streets, Philadelphia, Pa.
171. Western Electric Co., 463 West street, New York.
172. A. P. Wendell & Co., Portsmouth, N. H.
173. John M. Woods & Co., East Cambridge, Mass.
174. Waldo Bros., 102 Milk street, Boston, Mass.
175. York Safe and Lock Co., York, Pa.
176. Charles M. Yates, 40 Stuart street, San Francisco, Cal.
177. Frank L. Young & Kimball, 111 Purchase street, Boston, Mass.
178. Charles B. Adamson, 730 Market street, Philadelphia, Pa.
179. Boston Woven Hose and Rubber Co., Boston, Mass.
180. Bethlehem Steel Co., South Bethlehem, Pa.
181. Wm. Wirt Clarke & Sons, Builders' Exchange, Baltimore, Md.
182. Fiske Bros. Refining Co., 59 Water street, New York.

Schedule of proposals for naval supplies—Continued.

SCHEDULE 81.

Class 1. Mare Island—1 bending roll machine—Bidder 33, \$938; 74, \$900; 78, \$845; 115, \$1,350; 143, \$1,200; 155, \$800; 161, \$754.50.

Class 2. Mare Island—2 swinging lathes—Bidder 65, \$1,410; 78, \$1,650; 97, \$1,390; 115, \$1,434; 127, \$1,480; 161, \$1,642 and \$1,610.

Class 3. Mare Island—1 turret lathe—Bidder 78, \$1,865.

Class 4. Mare Island—4 piston air drills—Bidder 15, \$480; 25, \$480; 27, \$600; 31, \$566; 78, \$468; 161, \$480.

Class 5. Mare Island—1 floor grinder—Bidder 15, \$120; 65, \$80; and \$96; 127, \$97; 161, \$96.00.

Class 6. Mare Island—1 portable iron crane—Bidder 74, \$90; 65, \$85.00.

Class 7. Mare Island—1 Schwartz melting furnace—Bidder 95, \$2,124; 98, \$1,625; 144, \$1,450.

Class 8. Mare Island—3 back-gear engine lathes—Bidder 15, \$1,587; 27, \$1,443; 65, \$1,635; 78, \$1,650; 97, \$1,593; 115, \$1,695; 127, \$1,605; 143, \$1,500; 161, \$1,545.

SCHEDULE 113.

Class 11. Mare Island—10,000 red building brick—Bidder 28, \$114.

Class 12. Mare Island—1,200 lbs. nuts—Bidder 14, \$108; 36, \$83.88; 51, \$77.40; 54, \$115.20; 74, \$72.

Class 13. Mare Island—75,000 sawed redwood shingles—Bidder 28, \$167.25; 42, \$206.25; 47, \$183.75.

Class 14. 15,000 lbs. round iron—Bidder 14, \$330; 36, \$328.50; 54, \$352.50.

Class 15. Puget Sound—A quantity of elbows, flange unions, tees, and bushings—Bidder 22, \$186.24; 36, \$184.35; 67, \$259.34.

Class 16. Mare Island—1 heavy pattern lighting self-feeding rip saw table—Bidder 161, \$335.

SCHEDULE 114.

Class 21. Mare Island—A quantity of iron wire, globes, plugs, sockets, handles, springs, screws, and German silver wire—Bidder 129, \$204.52; 166, \$429.10; 171, \$327.78; \$107.78, part of class.

Class 22. Puget Sound—3 doz. brushes—Bidder 47, \$31.50; 67, \$10.00.

Class 23. Mare Island—2,000 lbs. chain—Bidder 14, \$158; 36, \$109.00; 51, \$134.80; 54, \$128; 89, \$123; 96, \$220; 117, \$109.80; 142, \$152.

Class 24. Puget Sound—85 sets machine taps, 9 lightning dies, 1 set cutters, 1 set milling-machine dogs, 2 sets lathe dogs, 6 die holders, 1 kettle, 1 set round socket punches, 1 doz. carborundum wheels, 15 pairs tinners' shears, 21 screw monkey wrenches, 8 steel try squares, 1 millwright's steel square, 3 adjustable jaw cutting nippers, 3 electricians' levels, 4 trammel points, 8 jackscrews, 2 hand punches, and 24 spiral fluted reamers—Bidder 36, \$348.53; 47, \$386.80; 67, \$516.01; 74, \$408.03.

Class 25. Puget Sound—6 electric soldering irons and 6 combination horn blast blow torches—Bidder 36, \$48.88; 67, \$62; 166, \$58; 171, \$53.50.

Class 26. Puget Sound—1 toolmaker's vise, 1 rotary milling attachment, and 1 high tailstock—Bidder 67, \$160.45.

Class 27. Puget Sound—A large quantity of drills—Bidder 14, \$481.96; 36, \$438.20; 47, \$716.35; 67, \$446.65; 74, \$437.73; 86, \$438.41; 96, \$390.20; 124, \$611.15; 155, \$536.90.

Class 28. Puget Sound—42 formed saws—Bidder 47, \$30.00; 67, \$84; 74, \$31.74; 86, \$80.70; 96, \$105.00.

Class 29. Puget Sound—24 band saws—Bidder 47, \$19.20; 51, \$39.36; 54, \$54; 67, \$47.52; 74, \$27.60; 86, \$36; 96, \$38.40.

Class 30. Mare Island—6 chain blocks—Bidder 14, \$114; 36, \$105.36; 47, \$136; 54, \$120; 74, \$110.16; 96, \$131; 124, \$118.40; 142, \$107.20; 181, \$114.

†Class 31. Mare Island—6 milling-machine cutters, 2 sets punches and 1 set hand-cut steel letters and figures—No bids.

Class 32. Puget Sound—About 1,694 lbs. steel—Bidder 23, \$191.83; 32, \$94.20, part of class; 54, \$258.14; 67, \$238.31; 74, \$114.61, part of class; 124, \$272.27.

*Accepted.

Class 33. Mare Island—About 2,990 lbs. brass—Bidder 8, \$584.11; 18, \$584.00; 54, \$717.60; 61, \$584.00; 68, \$584.11; 94, \$584.11; 139, \$547.77; 152, \$595.15; 159, \$587.25.

Class 34. Mare Island—About 100 lbs. hard rubber—Bidder 11, \$175; 51, \$78; 54, \$119; 166, \$86; 171, \$83.

†Class 35. Mare Island—100 ft. fire hose—No bids.

Class 36. Puget Sound—Rubber gloves, ammonia, lacquer, steel, wool, etc.—Bidder 47, \$132; 96, \$147.

Class 37. Mare Island—1,545 lbs. seamless brass tubing—Bidder 8, \$320.58; 54, \$448.05; 139, \$322.13.

Class 38. Puget Sound—Oil, stencils, scissors, shears, etc.—Bidder 67, \$50.41; 96, \$89.95.

Class 39. Puget Sound—A quantity of spiral circle cloths—Bidder 67, \$134.40.

Class 40. Puget Sound—Glass rods, graduated glasses, funnels, filter paper, etc.—Bidder 47, \$43.80; 67, \$34; 96, \$42.50.

Class 41. Mare Island—2 rolls drawing paper—Bidder 99, \$16.

†Class 42. Mare Island—24 mirrors—No bids.

Class 43. Mare Island—About 200 lamps, 1 gro. chimneys, burners, etc.—Bidder 129, \$217.50.

Class 44. Puget Sound—Blueprint paper, blueprint powder, thumb tacks, detail paper, tracing paper, pencils, erasers, ink, etc.—Bidder 85, \$237.13; 99, \$228.33.

SCHEDULE 115.

Class 51. San Francisco—Electrical supplies—Bidder 36, \$104.45; 166, \$116.37.

Class 52. San Francisco—A quantity of nuts, washers, bolts, screws, etc.—Bidder 14, \$171.13; 36, \$137.66; 124, \$164.42.

Class 53. San Francisco—10,980 ft. Oregon pine, 12,000 ft. rough redwood, and 3,000 ft. tongued and grooved Oregon pine flooring—Bidder 28, \$382.14; 42, \$546.90; 58, \$391.05.

Class 54. San Francisco—A quantity of galvanized sheet iron, black sheet iron, drill steel, sheet brass, etc.—Bidder 36, \$113.42; 54, \$175.10; 124, \$166.

Class 55. San Francisco—100 lbs. Rainbow sheet packing—Bidder 55, \$62.50; 82, \$51; 166, \$70.

Class 56. San Francisco—A quantity of packing, gaskets, washers, disks, etc.—Bidder 36, \$101.30; 124, \$167.80.

Class 57. San Francisco—250 galls. engine oil—Bidder 101, \$137.50; 133, \$125; 166, \$65; 176, \$355.

Class 58. San Francisco—A quantity of elbows, tees, unions, bushings, couplings, pipe caps, bibbs, pipe, etc.—Bidder 36, \$258.05; 68, \$237.22.

Class 59. San Francisco—A quantity of valves and disks—Bidder 7, \$110.28; 14, \$48.87; 36, \$48.57; 86, \$45.48.

Class 60. San Francisco—1,400 lbs. laundry soap—Bidder 87, \$45.50; 128, \$42; 133, \$44.80; 156, \$52.50; 164, \$75.25.

Class 61. San Francisco—14 tons white oats—Bidder 7, \$150; 73, \$940; 133, \$566.

Class 62. San Francisco—1 automatic sharpener—Bidder 33, \$195.

Class 63. San Francisco—450 lbs. powder and 200 electric fuses—Bidder 7, \$120; 14, \$57.

Class 64. San Francisco—1 mowing machine, 1 rake, 1 cultivator, and 1 plow—Bidder 7, \$200; 14, \$120.50.

Class 65. San Francisco—18 boxes glass—Bidder 176, \$84.00.

†Class 66. San Francisco—120,000-gall. redwood tank—Bidder 181, \$209.

SCHEDULE 116.

Class 71. Puget Sound—1 steel pressure blower—Bidder 13, \$835.50; 41, \$780; 67, \$667.15; 154, \$810.

Class 72. Mare Island—3 steel plate fans with spare parts and 8 shell fans with spare parts—Bidder 41, \$5,415; 55, \$4,235; 70, \$4,145.50; 65, \$3,138.48; 154, \$3,947.75.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 73. Mare Island—98 basins, 98 pitchers, and 98 slop jars—Bidder 68, *\$286.16; 80, \$317.52; 110, \$407.68; 146, \$307.72.

Class 74. Mare Island—92 sets crockery rings—Bidder 80, *\$317.88; 142, \$1,297.20; 146, \$735.08.

Class 75. Mare Island—132 towel racks—Bidder 80, *\$282.48; 146, \$341.88.

Class 76. Mare Island—148 comb and brush racks—Bidder 80, *\$250.12.

Class 77. Mare Island—4,600 lbs. nails—Bidder 18, \$1,196 and \$828; 54, \$1,150; 61, \$871.70; 81, \$1,012; 94, *\$828; 124, \$1,150; 142, \$1,058; 147, \$920.

Class 78. Puget Sound—40,000 lbs. steel I-beams—Bidder 20, \$1,244; 54, \$1,196; 62, *\$1,060; 67, \$1,288.81; 124, \$1,760.

Class 79. Mare Island—28,740 lbs. warping and towing bitts and 1,692 lbs. chocks—Bidder 54, \$4,454.94; 117, \$2,809.74; 122, *\$1,978.08.

Class 80. Mare Island—16,000 ft. tar felt—Bidder 81, *\$80; 147, \$100; 164, \$52.80.

SCHEDULE 117.

Class 81. Puget Sound—A large quantity of files—Bidder 47, \$374.55; 67, \$164.88; 74, *\$139.30; 124, \$148.07.

SCHEDULE 118.

Class 91. Mare Island—15 doz. brushes—Bidder 132, *\$136.25.

Class 92. Mare Island—5 doz. feather duster brushes—Bidder 17, *\$148; 88, \$170; 96, \$179.50; 133, \$158.75; 134, \$170.

†Class 93. Mare Island—5,000 bbls. Portland cement—Bidder 28, \$17,450.

Class 94. Mare Island—5 doz. whisk brooms, 65 packages chain, 192 prs. hinges, and a quantity of hooks, wire lead, copper wire, calipers, clamps, compasses, etc.—Bidder 14, *\$679.06; 36, \$697.49; 96, \$679.55; 124, \$689.07.

Class 95. Mare Island—1,000 lbs. nuts—Bidder 14, \$90; 51, \$74.50; 54, \$82; 74, *\$70; 124, \$111.

Class 96. Mare Island—16,500 lbs. nails—Bidder 14, *\$420.75; 36, \$430.65; 54, \$429; 121, \$430.75; 124, \$432.30.

Class 97. Mare Island—100 doz. locks—Bidder 10, \$447; 14, \$480; 28, \$466.90; 51, \$439; 54, *\$414.90; 96, \$484; 141, \$468; 142, \$492.

Class 98. Mare Island—15 doz. padlocks—Bidder 10, \$71.25; 14, \$71.25; 36, \$72.30; 51, \$68.85; 54, \$79.35; 96, \$73.50; 124, \$93.75; 141, *\$63; 142, \$79.80.

Class 99. Mare Island—125 gross screws—Bidder 14, \$174.25; 36, \$172; 54, \$262.50; 74, *\$165.25; 124, \$173.25.

Class 100. Mare Island—60 doz. grommets—Bidder 36, *\$16.80.

Class 101. Mare Island—270,000 ft. Oregon pine—Bidder 28, \$6,495; 42, \$6,225; 47, *\$5,550; 58, \$5,250; 162, \$6,517.50.

Class 102. Mare Island—50,000 shingles—Bidder 28, \$129.50; 42, \$137.50; 47, *\$120; 58, \$120.

Class 103. Mare Island—9,100 lbs. iron—Bidder 54, \$450 and \$225; 102, *\$381.29.

Class 104. Mare Island—26,150 lbs. steel—Bidder 20, *\$815.88; 23, \$941.40; 33, \$980.62; 54, \$862.95; 158, \$1,098.30.

Class 105. Mare Island—800 lbs. copper rod—Bidder 8, \$180; 18, \$172; 61, *\$168; 68, \$180; 130, \$168; 152, \$188; 159, \$176.

Class 106. Mare Island—5,000 lbs. Tobin bronze. Bidder 54, \$1,162.50; 61, \$1,200; 68, *\$1,067.50; 139, \$950.

Class 107. Mare Island—10,800 lbs. brass rod—Bidder 8, \$2,089.80; 19, \$2,089.80; 54, \$2,916; 61, \$2,160; 68, \$2,089.80; 130, \$2,106; 139, \$2,073.60; 152, \$2,322; 159, *\$2,041.20.

Class 108. Mare Island—2,900 lbs. packing—Bidder 11, *\$2,813; 36, \$3,393; 49, \$2,900; 52, \$2,871; 118, \$3,480; 125, \$2,900; 149, \$3,106; 169, \$3,190.

Class 109. Mare Island—490 lbs. packing—Bidder 11, *\$220.50; 36, \$303.80; 53, \$269.50; 169, \$343.

Class 110. Mare Island—150 lbs. packing—Bidder 36, *\$14.59; 133, \$29.25.

Class 111. Mare Island—2,560 lbs. muriatic acid and 2,400 lbs. sulfuric acid—Bidder 133, *\$100; 134, \$176.93; 176, \$172.

*Accepted.

Class 112. Mare Island—A quantity of crayons, gold bronze, chrome yellow, yellow ocher, vermilion, etc.—Bidder 176, *\$194.95.

Class 113. Mare Island—500 galls. tar and 150 galls. tar oil—Bidder 102, \$628.50; 176, *\$182.50.

Class 114. Mare Island—1,500 galls. ice-machine oil—Bidder 101, \$525; 176, *\$577.50.

Class 115. Mare Island—10,000 galls. lard oil—Bidder 2, \$7,997; 109, *\$7,787.

Class 116. Mare Island—10,000 galls. lard oil—Bidder 2, \$7,452; 109, *\$7,113.

†Class 117. Mare Island—A quantity of bushings, caps, couplings, elbows, nipples, reducers, tees, unions, fittings, plugs, etc.—Bidder 80, \$1,123.54.

Class 118. Mare Island—A large quantity of brass cocks—Bidder 36, \$73.15; 68, \$184.50; 74, *\$64.10; 86, \$106.68.

Class 119. Mare Island—A quantity of globe valves—Bidder 51, \$498.20; 68, \$541.80; 74, \$478.50; 86, \$794.40; 90, \$520.80; 161, *\$471.30.

Class 120. Mare Island—A quantity of memorandum books, blotting paper, pens, etc.—Bidder 17, \$350.55; 29, *\$311.75; 86, \$244; 120, \$242.02.

Class 121. Mare Island—50 doz. typewriter ribbons—Bidder 29, \$200; 79, \$270; 120, \$363; 157, *\$162.50; 164, \$185.50.

Class 122. Mare Island—72 thermometers—Bidder 7, \$126; 51, *\$48.24; 64, \$63.36; 102, \$246.79 and \$305.76; 120, \$55.44; 124, \$72; 142, \$55.44; 163, \$58.50.

Class 123. Mare Island—10,000 lbs. oakum—Bidder 51, *\$715; 54, \$780; 68, \$765; 124, \$740; 147, \$750.

Class 124. Mare Island—4,000 yds. cotton sheeting—Bidder 17, \$676; 96, \$696; 133, *\$580.

Class 125. Mare Island—5 doz. cocoa mats—Bidder 63, \$100; 88, *\$63.75 and \$83.75; 133, \$89.20; 134, \$84.04.

Class 126. Mare Island—A quantity of leather belting—Bidder 56, \$1,300; 57, \$978.50; 74, *\$820.20; 125, \$1,064.66.

SCHEDULE 119.

Class 131. Norfolk—For dredging about 10,000 cu. yds. of mud and for the removal of an old timber crib—Bidder 16, 1 \$2,300, 2 \$1,200; 119, 1 \$2,500, 2 \$700; 119, *\$3,200.

SCHEDULE 120.

Class 141. Norfolk—2 steel fireproof vaults—Bidder 66, \$5,450; 38, \$7,395; 107, \$5,101.40; 137, \$4,709 and \$5,172; 150, \$4,744; 165, \$5,354.60; 175, *\$4,138.

SCHEDULE 121.

†Class 151. Norfolk—To furnish and install a complete storage battery—Bidder 40, \$17,500; 48, \$13,850.

SCHEDULE 132.—Bureau of Yards and Docks.

Class 161. Portsmouth—500 bbls. Portland cement—Bidder 174, *\$765.

Class 162. Portsmouth—200 cu. yds. sand—Bidder 172, \$320; 174, *\$250.

Class 163. Portsmouth—1 Niagara tube cleaner—Bidder 51, \$59.95; 97, *\$57.41.

Class 164. Portsmouth—1 Dudgeon tube expander—Bidder 51, \$27; 83, *\$25; 95, \$28.80; 97, \$65.

Class 165. Portsmouth—1 8-foot lift, capacity 2,000 lbs., and 1 9-foot lift, capacity 4,000 lbs.—Bidder 43, \$75; 151, \$79.75; 167, *\$49.

Class 166. Portsmouth—300 ft. steam hose—Bidder 97, \$79.60; 118, \$90; 154, \$54; 166, \$57.50; 172, \$61; 179, \$49; 79, *\$49.

Class 167. Newport—175 lbs. asbestos packing—Bidder 82, \$107; 96, \$98.25; 97, \$103.25; 116, *\$96.25.

Class 168. Newport—225 lbs. sheet packing—Bidder 53, \$177.75; 96, \$166.50; 116, *\$135; 118, \$180.

Class 169. Portsmouth—1,000 galls. engine oil—Bidder 77, \$230; 131, \$350; 142, \$595; 177, *\$210 and \$290; 182, \$390.

Class 170. Portsmouth—560 galls. cylinder oil—Bidder 131, \$162.40; 142, \$355.60; 177, \$162.40 and \$207.20; 182, *\$123.20.

†No award.

Schedule of proposals for naval supplies—Continued.

†Class 171. Norfolk—1 return steam trap—No bids.

†Class 172. Charleston—Furnishing and installing 1 water tube steam boiler—Bidder 1, \$2,138; 111, \$2,282.

Class 173. Portsmouth—2,000 lbs. cop waste—Bidder 59, \$189; 83, \$179.80; 97, \$190; 108, \$178.75; 138, \$160; 172, \$220.

Class 174. Portsmouth—500 lbs. Soaposo washing powder—Bidder 2, \$16.87; 93, \$17.50; 96, \$32; 156, \$17.50; 164, \$17.50; 172, \$35.

Class 175. Newport—54 globe valves—Bidder 90, \$60.24; 95, \$85.08; 96, \$83.94.

SCHEDULE 133.—Bureau of Equipment.

Class 181. New York—588 lbs. mica plate—Bidder 3, \$529.20; 114, \$823.20.

Class 182. Boston—225 gross of bobbins of khaki thread—Bidder 160, \$92.62.

Class 183. Boston—64 grommet rings and 14 gr. spur grommets—Bidder 7, \$65.58; 43, \$33; 59, \$34.20; 74, \$30.80; 95, \$33.18; 96, \$37.34; 97, \$27.64; 142, \$28.62.

Class 184. New York—About 4,000 wire rope thimbles—Bidder 43, \$481.55; 51, \$578.70; 95, \$505.70; 96, \$618.55; 97, \$457.70; 117, \$572.45; 142, \$509.

Class 185. Boston—800 tons chain cable Iron—Bidder 24, \$69,888; 52, \$56,448.

Class 186. New York—532 lbs. hard sheet rubber—Bidder 10, \$398.31; 45, \$371.07; 51, \$398.80; 96, \$478.80; 114, \$449.54; 166, \$438.90; 171, \$399.

Class 187. Boston—17,700 yds. khaki ravens—Bidder 100, \$36,131.50.

SCHEDULE 134.—Bureau of Ordnance.

Class 191. Newport—1,000 dry battery cells—Bidder 114, \$479; 140, \$440; 166, \$950; 171, \$445.

Class 192. Washington—1,000 ft. enameled steel conduit—Bidder 104, \$37; 114, \$53; 171, \$45.

Class 193. Indian Head—150 lbs. office wire and 1,700 lbs. weatherproof wire—Bidder 18, \$300.21; 55, \$308; 114, \$311.65; 166, \$351.50; 171, \$311.25.

Class 194. Indian Head—Miscellaneous electrical supplies, including receptacles, porcelain knobs, tubes, cutouts, dry batteries, box bells, gongs, soldering salt, insulators, bending caps, etc.—Bidder 114, \$254.47; 166, \$321.04; 171, \$253.95.

Class 195. Indian Head—13,500 hard-burned red brick—Bidder 92, \$226.26; 181, \$162.

Class 196. Indian Head—14 bbls. freshly-burned rock lime—Bidder 113, \$310.50; 181, \$14.

Class 197. Indian Head—20 bbls. Portland cement—Bidder 60, \$34.20; 113, \$39.80; 181, \$40.

Class 198. Indian Head—1,500 Peach Bottom slate, No. 1—Bidder 7, \$60; 72, \$67.50; 123, \$45; 145, \$75; 181, \$52.50.

Class 199. Newport—8,000 ft. galvanized steel wire rope—Bidder 18, \$76; 97, \$498.40; 135, \$732.

Class 200. Washington—Brass nuts, single wire, machine screws, wood screws, ratchet drills, twist drills, etc.—Bidder 9, \$123.96; 43, \$101.58; 95, \$178.06; 96, \$134.25.

Class 201. Washington—677 ft. Georgia pine and 276 ft. white pine—Bidder 42, \$73.31; 50, \$93.30.

Class 202. Washington—876 lbs. galvanized sheet iron—Bidder 74, \$30.48; 83, \$35.04; 94, \$40.30; 96, \$29.78.

Class 203. Washington—10,440 lbs. machine steel bars—Bidder 23, \$391.50; 83, \$229.68; 158, \$318.42.

Class 204. Washington—669 lbs. asbestos board—Bidder 82, \$53.52; 97, \$55.77; 116, \$51.29; 166, \$70.24; 181, \$54.85.

SCHEDULE 135.—Bureau of Construction and Repair.

Class 211. Portsmouth—100 bbls. Portland cement—Bidder 73, \$197 and \$166; 174, \$160.

†Class 212. Portsmouth—50 cu. yds. building sand—No bids.

Class 213. League Island—300 yds. ticking, 300 yds. linen, 100 yds. muslin, 60 spools cotton

and thread, 3,000 upholsterers' nails—Bidder 17, \$273.30; 96, \$241.70; 112, \$293.30.

Class 214. League Island—500 lbs. picked hair—Bidder 7, \$300; 39, \$176.65; 93, \$185; 105, \$160.05; 112, \$175; 164, \$179.85; 170, \$179.90; 178, \$190.

Class 215. League Island—300 lbs. feathers—Bidder 2, \$210; 7, \$372; 17, \$267; 93, \$207; 105, \$225; 112, \$195; 170, \$225.

Class 216. Boston—73 wash basins, 73 water ewers, and 73 slop jars—Bidder 43, \$189.07; 80, \$173.74; 103, \$237.25; 146, \$226.30.

Class 217. Boston—67 toilet rings for each article in class 216—Bidder 43, \$506.15; 80, \$527.96; 103, \$938; 142, \$924.60; 146, \$590.27.

Class 218. Boston—Brush cups, soap dishes, sponge holders, comb and brush holders, soap-dish holders, 6 mirrors, etc.—Bidder 43, \$658.28; 74, \$748.31; 103, \$1,410.95.

Class 219. Norfolk—12 double-faced curtains, 6 nickel-plated shower rings, 12 nickel-plated curtain chains, and 24 shower heads—Bidder 80, \$177.60; 103, \$255.

Class 220. Boston—112 French plate mirrors—Bidder 35, \$312.98; 46, \$284.60; 60, \$338.80; 91, \$282.43; 93, \$310.61; 126, \$281.54; 148, \$281.80; 86, \$244.

Class 221. League Island—6 pneumatic hammers—Bidder 25, \$450; 33, \$417; 97, \$285; 136, \$276; 143, \$342; 79, \$270.

Class 222. New York—4,368 lbs. chain—Bidder 10, \$274.31; 51, \$261.21; 83, \$318.86; 89, \$245.48; 96, \$301.39; 97, \$254.22; 117, \$257.71; 142, \$262.08.

Class 223. Portsmouth—18 band saws—Bidder 33, \$32.10; 43, \$27.60; 51, \$31.08; 74, \$32.10; 83, \$26.70; 86, \$28.80; 96, \$31.50; 97, \$27.96; 142, \$30.96.

Class 224. Portsmouth—1,200 lbs. copper nails, 200 lbs. bolt nails, and 50 lbs. copper burs—Bidder 18, \$298.50; 43, \$320.50; 44, \$351; 61, \$310.90; 130, \$305; 142, \$323.50.

Class 225. Portsmouth—10,000 ft. white pine—Bidder 4, \$780; 42, \$790; 50, \$899.50; 84, \$790.

Class 226. Portsmouth—5,000 ft. cherry—Bidder 4, \$775; 42, \$655; 50, \$672.50; 84, \$710; 173, \$642.

Class 227. Portsmouth—1,500 lbs. copper rod—Bidder 6, \$296.25; 18, \$289.50; 44, \$330; 61, \$292.50; 94, \$287.40; 130, \$307.50.

†Class 228. New York—13,017 lbs. half-round bars and 41,055 lbs. square bars—Bidder 20, \$1,086.35; 34, \$1,216.62; 62, \$1,152.72; 158, \$1,286.91.

Class 229. New York—17,205 lbs. flat steel, 22,100 lbs. round steel, and 51,365 lbs. flat steel bars—Bidder 20, \$1,849.67; 30, \$1,744.84; 34, \$2,266.74.

Class 230. New York—125,000 lbs. round rivet steel—Bidder 62, \$2,262.50; 166, \$4,087.50.

Class 231. Norfolk—355,000 lbs. steel rivet rod—Bidder 62, \$36,390; 106, \$13,312.50; 158, \$8,889.50.

Class 232. Portsmouth—5,850 lbs. T bars and 7,200 lbs. angles—Bidder 20, \$294.93; 30, \$522; 62, \$330.75.

Class 233. Boston—186,920 lbs. medium steel shapes—Bidder 20, \$4,336.54; 62, \$4,859.92.

Class 234. 50,700 lbs. bar steel—Bidder 62, \$1,318.20.

Class 235. New York—About 1,000,000 lbs. steel angles—Bidder 20, \$22,390.72; 30, \$20,084.37; 62, \$19,796.08.

Class 236. New York—About 69,000 lbs. steel channels—Bidder 20, \$1,627.96.

Class 237. New York—15,000 lbs. medium Z steel, 17,970 lbs. medium steel T bars, and 9,190 lbs. I beams—Bidder 20, \$909.19.

Class 238. League Island—15,300 lbs. steel angles—Bidder 30, \$648.72; 62, \$757.35.

†Class 239. League Island—A quantity of steel shapes, steel moldings, Z bars, channel bars, I beams, T bulbs, T bars, etc., aggregating about 230,000 lbs.—No bids.

Class 240. Norfolk—7,680 lbs. medium steel angles—Bidder 20, \$165.12.

†Class 241. Norfolk—248,985 lbs. medium steel angles—Bidder 20, \$5,900.95.

†Class 242. Norfolk—About 160,000 lbs. medium steel bulb angles, channels, Z bars, and half-round bars—No bids.

†Class 243. Norfolk—90,000 lbs. mild steel bullets—Bidder 106, \$2,475.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 244. Norfolk—13,275 lbs. medium steel plates—Bidder 20, \$309.31; 62, \$269.48; 83, \$262.84.
Class 245. Norfolk—749,540 lbs. medium steel plates—Bidder 20, \$15,065.39; 21, \$13,997.66; 62, \$13,791.53; 83, \$13,791.53.

Class 246. League Island—13,973 lbs. steel plates—Bidder 20, \$352.12; 62, \$292.03.

Class 247. League Island—39,127 lbs. steel plates—Bidder 20, \$856.88; 62, \$759.06; 83, \$759.06.

Class 248. League Island—184,556 lbs. steel plates—Bidder 20, \$3,764.95; 21, \$3,363.53; 62, \$3,303.55; 83, \$3,303.55.

Class 249. New York—561,203 lbs. medium steel plates and 886,800 lbs. medium steel plates—Bidder 20, \$30,409.95; 62, \$26,733.59; 83, \$26,733.59.

Class 250. New York—35,948 lbs. medium steel plates—Bidder 20, \$880.73; 62, \$736.93.

Class 251. Boston—266,675 lbs. medium steel plates—Bidder 20, \$5,973.52; 62, \$5,226.83.

Class 252. Boston—55,725 lbs. medium steel plates—Bidder 20, \$1,153.51; 21, \$1,032.30; 62, \$1,014.19; 83, \$1,014.19.

Class 253. New York—24,773 lbs. medium steel plates—Bidder 30, \$1,050.37; 62, \$1,174.24.

Class 254. League Island—12,888 lbs. galvanized steel plates—Bidder 30, \$333.97; 62, \$311.36.

Class 255. Norfolk—11,978 lbs. galvanized steel plates—Bidder 30, \$537.81; 62, \$591.71.

Class 256. League Island—53,136 lbs. steel forgings—Bidder 23, \$1,315.12; 26, \$1,450.61; 37, \$2,258.28; 62, \$1,376.22; 83, \$1,540.94; 106, \$1,849.13; 117, \$2,005.88; 180, \$1,461.24.

Class 257. New York—About 128,000 lbs. rock-steel floor plates—Bidder 30, \$929.97, part; 62, \$846.73; 83, \$832.38; 158, \$941.45.

Class 258. Boston—38 crystal plate-glass lights—Bidder 35, \$38.44; 46, \$30.36; 60, \$41.80; 91, \$27.88; 126, \$32.68; 148, \$36.

Class 259. League Island—550 sq. ft. upholsterers' leather—Bidder 7, \$440; 10, \$151.25; 51, \$152.63; 96, \$181.50.

Class 260. Portsmouth—400 white-ash oars—Bidder 10, \$948; 51, \$940; 59, \$920; 96, \$1,050.

OPENED OCTOBER 10, 1905.

Bidder 1. American Tube Works, 95 Broad street, Boston, Mass.

2. Austin Manufacturing Co., 315 Dearborn street, Chicago, Ill.

3. Ansonia Brass and Copper Co., 99 John street, New York.

4. Alliance Machine Co., Alliance, Ohio.

5. Algiers Iron Works, 434 Powder street, New Orleans, La.

6. A. M. Avery, Pensacola, Fla.

7. Allis-Chalmers Co., Milwaukee, Wis.

8. Asbestos and Magnesite Manufacturing Co., Land Title Building, Philadelphia, Pa.

9. Armour & Co., 205 La Salle street, Chicago, Ill.

10. Brown & Sharpe Manufacturing Co., Providence, R. I.

11. Buckeye Iron and Brass Works, Dayton, Ohio.

12. Burke Electric Co., Erie, Pa.

13. Bethlehem Steel Co., South Bethlehem, Pa.

14. Buffalo Forge Co., Buffalo, N. Y.

15. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

16. Bell Manufacturing Co., 117 N. Main street, St. Louis, Mo.

17. Bigelow & Dowse, 127 Franklin street, Boston, Mass.

18. Berry & Ferguson, 159 Devonshire street, Boston, Mass.

19. Broderick & Bascom Rope Co., 809 N. Main street, St. Louis, Mo.

20. Baird Machinery Co., 132 Water street, Pittsburg, Pa.

21. F. S. Banks & Co., 90 Wall street, New York.

22. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.

23. Boston Steam Specialty Co., Congress street, Boston, Mass.

24. Bridgeport Brass Co., 253 Broadway, New York.

25. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

26. C. J. Caughey, 128 Franklin street, New York.

27. Crocker-Wheeler Co., Ampere, N. J.

28. J. D. Connell Iron Works Co., 1207 S. Robey street, New Orleans, La.

29. J. W. Cregar Agency, Bourse Building, Philadelphia, Pa.

30. Central Metal and Supply Co., 609 Lombard street, Baltimore, Md.

31. James Clendenin, P. O. box 1002, Baltimore, Md.

32. Charles M. Childs & Co., 225 Pearl street, New York.

33. W. H. H. Cory, Norfolk, Va.

34. C. and C. Electric Co., 111 Broadway, New York.

35. R. P. Clarke Co., Washington, D. C.

36. S. B. Condit, Jr., & Co., 67 Batterymarch street, Boston, Mass.

37. Camden Iron Works, Camden, N. J.

38. Carnegie Steel Co., Pittsburg, Pa.

39. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

40. Carpenter Steel Co., Reading, Pa.

41. Wm. Wirt Clarke & Son, Builders' Exchange, Baltimore, Md.

42. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

43. Charles Cory & Son, 278 Division street, New York.

44. George Cowen, 392 W. Broadway, New York.

45. Delaware Marine Supply Manufacturing Co., Wilmington, Del.

46. Frank S. De Ronde Co., 46 Cliff street, New York.

47. Detrick & Harvey Machine Co., Baltimore, Md.

48. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

49. Drew Machinery Agency, Manchester N. H.

50. John B. Dauchy, 116 Broad street, New York.

51. Erie Foundry Co., Erie, Pa.

52. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

53. Electric Dynamic Co., Bayonne, N. J.

54. Edward J. Etting, Harrison Building, Philadelphia, Pa.

55. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.

56. Fox Machine Co., Grand Rapids, Mich.

57. Foote, Pierson & Co., 84 Fulton street, New York.

58. Fairbanks Co., 416 Broome street, New York.

59. J. H. Fowkes & Co., 77 Washington street, North Boston, Mass.

60. Henry Frank, 40 Spruce street, New York.

61. Franklin Chemical Works, Drexel Building, Philadelphia, Pa.

62. Franklin Electric Manufacturing Co., Hartford, Conn.

63. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

64. Fitz, Dana & Co., 110 North street, Boston, Mass.

65. H. C. Gable, Lebanon, Pa.

66. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

67. R. W. Geldart, 2 Stone street, New York.

68. George Garton Machine Co., Racine, Wis.

69. General Electric Co., Schenectady, N. Y.

70. Hendey Machine Co., Torrington, Conn.

71. F. W. Hannahs, 866 Broad street, Newark, N. J.

72. Hazard Manufacturing Co., 50 Dey street, New York.

73. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

74. Hartman Co., 1231 North Front street, Philadelphia, Pa.

75. R. C. Hoffman & Co., drawer O, Baltimore, Md.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

76. A. L. Hirsh, 368 Greenwich street, New York.
77. Hill, Clarke & Co., 156 Oliver street, Boston, Mass.
78. Handlan-Buck Manufacturing Co., St. Louis, Mo.
79. C. G. Hussey & Co., Pittsburg, Pa.
80. Hadwin Houghton, 117 Fulton street, New York.
81. Herrick Co., 49 Broad street, New York.
82. International Ventilator and Deflector Co., Portsmouth, Va.
83. H. W. Johns-Manville Co., 100 Williams street, New York.
84. Jenkins Manufacturing Co., 13 Park Row, New York.
85. Janney, Steinmetz & Co., 4th and Market streets, Philadelphia, Pa.
86. L. H. Jones, P. O. box 666, Detroit, Mich.
87. J. B. Kendall, Washington, D. C.
88. Thomas Kells Sons Co., 240 India street, Brooklyn, N. Y.
89. Theo. Livingston, jr., 56 Hudson street, New York.
90. J. H. Leonard & Co., 15 Park Row, New York.
91. Leeds-Northrup Co., 259 North Broad street, Philadelphia, Pa.
92. Lunkenheimer Co., Cincinnati, Ohio.
93. Lucas Machine Tool Co., Robinson avenue and L street, Cleveland, Ohio.
94. John Lucas & Co., 322 Race street, Philadelphia, Pa.
95. O. T. Louis Co., 59 Fifth avenue, New York.
96. Marks Rissberger, 397 W. 12th street, New York.
97. John W. Masury, P. O. box 1012, New York.
98. Manhattan Oil Co., 51 Front street, New York.
99. Meyers Scale and Hardware Co., Newark, N. J.; informal, no guarantee.
100. Mack Manufacturing Co., Land Title Building, Philadelphia, Pa.
101. R. H. Macy & Co., Broadway and 34th street, New York.
102. C. F. Matilage, 335 Greenwich street, New York.
103. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
104. Motley, Green & Co., 66 Broad street, New York.
105. Montgomery & Co., 105 Fulton street, New York.
106. Manhattan Supply Co., 127 Franklin street, New York.
107. Manning, Maxwell & Moore, 85 Liberty street, New York.
108. Michigan Paint Co., Flint, Mich.
109. Monongahela Iron and Steel Co., Pittsburg, Pa.
110. Massasoit Manufacturing Co., Fall River, Mass.
111. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
112. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
113. National Electrical Supply Co., Washington, D. C.
114. New Jersey Foundry and Machine Co., 9 Murray street, New York.
115. New Jersey Asbestos Co., 50 Dey street, New York.
116. Neville & Grubb, Portsmouth, Va.
117. Niles-Bement-Pond Co., 111 Broadway, New York.
118. S. Obermayer Co., Cincinnati, Ohio.
119. Oliver Machinery Co., Grand Rapids, Mich.
120. Ohio Brass Co., Mansfield, Ohio.
121. Pratt & Whitney Co., Hartford, Conn.
122. Patton Paint Co., Newark, N. J.
123. Prentiss Tool and Supply Co., 115 Liberty street, New York.
124. Pool & Macy, 191 Front street, New York.
125. Railway Supply and Manufacturing Co., Cincinnati, Ohio, informal.
126. Rome Brass and Copper Co., Rome, N. Y.
127. Railway Supply and Manufacturing Co., 100 Broadway, New York, informal.
128. John A. Roebling's Sons Co., 117 Liberty street, New York.
129. Randolph-Clowes Co., Waterbury, Conn.
130. Richards & Co., Inc., 200 Causeway street, Boston, Mass.
131. Thomas R. Riley, Washington, D. C.
132. Royce & Ricketts, Washington, D. C.
133. H. A. Rogers Co., 19 John street, New York.
134. J. B. Roache, 350 Fulton street, New York.
135. Rudolph & West Co., Washington, D. C.
136. Thomas W. Smith, Washington, D. C.
137. Thomas Somerville & Sons, Washington, D. C.
138. Safety Amorite Conduit Co., 74 Bailey Farrell Building, Pittsburg, Pa.
139. Standard Electrical Manufacturing Co., Flatiron Building, New York.
140. Standard Oil Co., 26 Broadway, New York.
141. A. G. Spalding & Bros., 126 Nassau street, New York.
142. Sherwin-Williams Co., Cleveland, Ohio.
143. Standard Scale and Supply Co., 243 Water street, Pittsburg, Pa.
144. Standard Underground Cable Co., Pittsburg, Pa.
145. Sherman-Brown-Clements Co., 55 Dey street, New York.
146. Shoemaker & Bush, 511 Arch street, Philadelphia, Pa.
147. Taunton-New Bedford Copper Co., New Bedford, Mass.
148. Thresher Electric Co., Dayton, Ohio.
149. James S. Taylor Manufacturing Co., Bloomfield, N. J.
150. Walter B. Timms, 61 Hudson street, New York.
151. George C. Thomas, 26 Cortlandt street, New York.
152. Sidney Thursby, 73 Hudson street, New York.
153. Edward A. Temple, 100 William street, New York.
154. United Marine Supply Co., 97 Warren street, New York.
155. Universal Supply Co., 290 Broadway, New York.
156. U. S. Graphite Co., Saginaw, Mich.
157. Vermilye & Power, 17 Battery place, New York.
158. Freeman Williams, Charleston, S. C.; informal, no guarantee.
159. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
160. W. A. Wood Co., 373 Atlantic avenue, Boston, Mass.
161. Waldo Bros., 102 Milk street, Boston, Mass.
162. Waterbury Brass Co., Waterbury, Conn.
163. Francis T. Witte Hardware Co., 106 Chambers street, New York.
164. Woodward, Wight & Co., Ltd., New Orleans, La.
165. Western Electric Co., 463 West street, New York.
166. Walter A. Zelnicker Supply Co., 404 N. 4th street, St. Louis, Mo.
167. Commercial Electric Supply Co., 15th and Pine streets, St. Louis, Mo.
168. J. R. Wittstien, New York, N. Y.

SCHEDULE 122.

Class 1. New York—One 70-ton railroad track scale—Bidder 58, \$1,324; 143, *\$975.
 Class 2. Olongapo, P. I.—One rock-crushing plant—Bidder 2, \$1,962.50; 7, \$2,175; 49, \$2,590 and \$2,934; 104, \$2,023.68.

SCHEDULE 123.

Class 11. League Island—One No. 1 horizontal boring and drilling machine—Bidder 78, \$1,850; 93, *\$1,640; 107, \$1,650; 117, \$1,700 and \$1,910, 123, \$1,720; 132, \$2,150 and \$1,975.

*Accepted.

Schedule of proposals for naval supplies—Continued.

SCHEDULE 124.

Class 21. Pensacola—One triple-gear engine lathe—Bidder 29, *\$1,250; 58, \$1,630 and \$1,740; 107, \$2,358; 117, \$1,800; 132, \$1,935.

Class 22. Pensacola—One lathe—Bidder 20, \$579; 29, \$585; 58, *\$575 and \$617; 70, \$675; 107, \$587 and \$670; 117, \$598.

Class 23. Pensacola—One emery wheel grinding lathe—Bidder 20, \$89; 29, *\$85; 56, \$75; 106, \$147.50; 107, \$69.

Class 24. Pensacola—One engine lathe—Bidder 20, *\$940; 29, \$1,025; 58, \$880, \$945, \$975, and \$1,000; 70, \$1,077; 107, \$1,056 and \$935; 117, \$1,033 and \$973.

Class 25. Pensacola—One belt-driven wood lathe—Bidder, 56, \$340; 119, *\$595.

Class 26. Pensacola—One engraving machine—Bidder 68, *\$944.50.

Class 27. Pensacola—One milling machine—Bidder 10, \$1,789.70; 15, \$1,685; 20, \$1,571; 58, \$1,768; 70, *\$1,510; 107, \$1,584; 117, \$1,385.

Class 28. Pensacola—One vertical drill press—Bidder 20, \$185; 29, \$170; 58, \$210; 78, \$195; 107, \$174; 117, \$171; 123, *\$159; 132, \$175.

Class 29. Pensacola—One single spindle sensitive drill press—Bidder 20, \$65.50; 29, \$55; 56, \$55; 106, *\$42.85; 107, \$50; 121, \$85.50; 132, \$55.

†Class 30. Pensacola—One belt-driven semiautomatic machine for making screw glands for surface condensers—Bidder 121, \$682.50.

Class 31. Pensacola—One magnetic metal separator—Bidder 20, *\$105; 49, \$115 and \$183; 54, \$250, \$290, \$360, and \$300; 107, \$125 and \$300.

Class 32. Pensacola—One hydraulic shaft-straightening machine—Bidder 20, \$3,395; 29, \$3,400; 37, *\$900; 67, \$3,289; 106, \$3,674; 107, \$3,350; 133, \$3,257.90; 145, \$3,270.

Class 33. Pensacola—One hydraulic shaft-straightening machine—Bidder 20, \$210; 29, \$205; 37, \$520; 67, \$198; 106, \$240; 107, \$200; 133, *\$192; 145, \$238.90.

Class 34. Pensacola—One belt-driven band saw—Bidder 56, \$182; 119, *\$351.

Class 35. Pensacola—One hand planer and jointer—Bidder 56, *\$185; 119, \$423.

Class 36. Pensacola—One single frame steam hammer—Bidder 4, \$1,085; 20, \$833; 49, \$834.50; 51, *\$748; 78, \$834; 107, \$935 and \$960; 117, \$870; 123, \$835; 132, \$835; 157, \$876.

Class 37. Pensacola—One hydraulic pipe-bending machine—Bidder 20, \$320; 29, \$310; 37, \$530; 49, \$332; 67, \$259; 106, \$374; 107, \$310; 133, \$297; 145, *\$296.90.

Class 38. Pensacola—One pipe-bending machine—Bidder 20, \$139; 29, *\$125; 42, \$135; 107, \$126.

Class 39. Pensacola—One belt-driven drilling and boring machine—Bidder 47, *\$2,109; 107, \$1,400, \$1,960, \$1,510, and \$2,070; 117, \$3,250.

Class 40. Pensacola—One boring and turning mill—Bidder 78, \$1,750; 107, \$1,450; 117, \$1,690 and *\$1,390; 123, \$1,475.

Class 41. Pensacola—One belt-driven radial drill—Bidder 20, \$1,175; 29, \$1,200; 58, \$1,340 and \$1,410; 107, \$995, \$1,030, and \$1,140; 117, *\$1,025; 123, \$1,355; 132, \$1,140.

Class 42. Boston—One universal radial drill—Bidder 20, \$1,565; 77, \$1,750; 107, \$1,525; 117, \$1,550; 123, \$1,849; 132, *\$1,500.

SCHEDULE 136.—*Bureau of Yards and Docks.*

Class 51. New Orleans—For repairing all damage to a 10-ton locomotive crane caused by overturning—Bidder 5, \$1,450; 28, *\$887.

SCHEDULE 137.—*Bureau of Equipment.*

Class 61. Pensacola—300 electric lamps—Bidder 62, \$122.50; 69, \$132.50; 139, *\$122.50; 165, \$132.50.

Class 62. Pensacola—35 gross screws—Bidder 6, \$23.50; 105, *\$12.55; 134, \$26.25; 153, \$31; 164, \$14.30.

Class 63. Pensacola—12 lbs. spring brass, 5 doz. spring cotters, 45 doz. spring cotters, 50 yds. asbestos paper, 75 brass elbows, and 35 brass couplings—Bidder 105, *\$73.60; 134, \$76.39.

*Accepted.

Class 64. Pensacola—A quantity of round and hexagon brass rods—Bidder 22, \$190.47; 30, \$184.32; 31, \$189.56; 103, *\$184.03.

Class 65. Pensacola—54 ft. vulcanized fiber rod—Bidder 106, \$25.86, part; 154, \$59.46; 164, \$33.89; 164, *\$13.77.

Class 66. Pensacola—hard rubber rod—Bidder 6, \$71.94; 106, \$87.60; 154, *\$70.93.

†Class 67. Key West—1 marine projector—No bids.

SCHEDULE 138.—*Bureau of Construction and Repair.*

Class 81. Pensacola—1,200 lbs. oakum—Bidder 6, *\$72; 19, \$82.50; 21, \$77.28; 30, \$85.80; 41, \$77.40; 67, \$79.98; 106, \$96; 164, \$78.72.

Class 82. Pensacola—1,000 lbs. composition sheathing nails—Bidder 6, \$200; 31, \$175; 73, \$175; 103, *\$175; 126, \$182.50; 134, \$228; 147, \$175; 164, \$175.

Class 83. Pensacola—About 3,500 lbs. galvanized-iron spikes—Bidder 6, *\$146; 31, \$175.48 and \$206.38; 134, \$200.60; 164, \$161.10.

Class 84. Pensacola—About 72,000 ft. yellow pine—Bidder 6, *\$2,330.41; 52, \$3,044.05.

Class 85. Pensacola—4,700 ft. white oak—Bidder 52, *\$305.50.

Class 86. Pensacola—34 white oak or hackmatack knees—Bidder 52, \$306; 66, \$593.30; 88, \$202.30; 159, \$238.

Class 87. Pensacola—8,000 lbs. copper sheathing—Bidder 24, \$1,672; 39, \$1,672; 79, *\$1,636; 86, \$1,672; 103, \$1,672; 126, \$1,672; 147, \$1,672.

Class 88. Pensacola—2,500 lbs. round iron bars, 3,500 lbs. flat iron, and 2,200 lbs. galvanized-iron rod—Bidder 6, \$216; 25, \$320.50; 75, \$278.90; 87, *\$201; 109, \$218.80; 164, \$201.55.

Class 89. Pensacola—42,900 lbs. medium steel angles—Bidder 38, \$1,033.89; 67, \$1,372.80; 75, *\$1,025.31.

Class 90. Pensacola—71,240 lbs. medium steel plates—Bidder 38, \$1,581.53; 75, *\$1,538.78; 153, \$1,617.14.

Class 91. Pensacola—8,000 lbs. rivet steel—Bidder 38, *\$177.60; 75, \$224; 111, \$340; 153, \$248.80.

Class 92. Pensacola—38 rolls roofing tin—Bidder 78, *\$102.60; 103, \$150.10.

Class 93. Pensacola—2 diaphragm bilge pumps—Bidder 25, \$190; 30, *\$30; 67, \$31; 105, \$30.80; 106, \$42; 137, \$32.

SCHEDULE 143.—*Bureau of Ordnance.*

Class 101—48 electrical equipments for delivery at various shipbuilding plants—Bidder 69, *\$14,760; 148, \$13,440.

Class 102. New York—40 electrical equipments—Bidder 69, *\$17,040, 148, \$14,160.

SCHEDULE 146.—*Bureau of Yards and Docks.*

Class 111. New York—A quantity of tire and carriage bolts—Bidder 63, *\$119.45; 155, \$145.20.

Class 112. Norfolk—10 galvanized-iron ventilators—Bidder 14, \$417.50, item 1; 82, *\$342, item 1, \$731.70, item 2.

SCHEDULE 147.—*Bureau of Equipment.*

Class 121. New York—4 dynamos—Bidder 27, *\$380; 69, \$380.

Class 122. New York—11,500 porcelain clamp insulators—Bidder 69, \$513; 165, *\$501.

Class 123. New York—6 testing sets—Bidder 57, \$399; 91, \$333; 95, *\$324; 165, \$330.

Class 124. League Island—8,500 ft. lighting wire—Bidder 69, *\$616.80.

Class 125. League Island—Gongs, bells, annunciators—Bidder 43, *\$512.80; 113, \$542.50.

Class 126. League Island—2 rheostats and 2 tool boxes—Bidder 69, *\$140.

†Class 127. League Island—30 switches, 50 unions, 225 elbows, and 180 pieces slate—No bids.

Class 128. Boston—10 tons kaolin—Bidder 41, \$135; 55, *\$57.40; 106, \$94; 146, \$134; 161, \$62.50.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 129. New York—25,500 button head cap screws—Bidder 49, \$325.30; 67, \$341.95; 78, \$239.40; 105, \$299.90; 106, \$506.

Class 130. Boston—2 chain hoists—Bidder 41, \$105.60; 63, \$79.50; 67, \$105.60; 78, \$105.60; 87, \$105.60; 105, \$105.60; 107, \$105.60; 134, \$98.90; 157, \$80.

Class 131. Boston—2,000 lbs. steel—Bidder 13, \$68; 39, \$78; 64, \$120; 75, \$84; 78, \$124; 111, \$455; 153, \$78.

Class 132. New York—500 lbs. soapstone and 100 lbs. paraffin—Bidder 41, \$42; 76, \$39.50; 106, \$62.50; 146, \$29.

Class 133. New York—72 fencing foils—Bidder 64, \$638.34; 141, \$117.

SCHEDULE 148.—Bureau of Ordnance.

Class 141. League Island—1,200 ft. armored cable for telephone line—Bidder 113, \$420; 144, \$338.40; 167, \$265.

Class 142. League Island—1 Brown & Sharpe special universal milling machine and 1 special fixture—Bidder 10, \$2,780; 117, \$1,760.

Class 143. Washington—50 lbs. aluminum and 52 steel blanks—Bidder 105, \$54; 106, \$62.

Class 144. Indian Head—48 pieces brass pipe—Bidder 25, \$528; 31, \$216.

Class 145. Washington—A quantity of terra-cotta sewer pipe and fittings. Bidder 22, \$267.20; 30, \$179.90; 74, \$162.63; 100, \$266.56.

Class 146. Washington—50 sets porcelain rings and plates—Bidder 90, \$200.

Class 147. Washington—9,203 ft. Oregon pine—Bidder 52, \$276.09; 66, \$685.62; 131, \$299.10; 136, \$303.70.

SCHEDULE 149.—Bureau of Construction and Repair.

Class 151. Boston—3 electric motors—Bidder 12, \$809; 34, \$938; 53, \$800; 69, \$792.

Class 152. Boston—1,000 ft. conduit and 50 galvanized conduit couplings—Bidder 36, \$160.47; 74, \$202.50; 138, \$155.61; 167, \$187.76.

Class 153. Boston—32 lbs. sheet fiber and 35 ft. round fiber rod—Bidder 74, \$34; 106, \$39.20; 113, \$37.50; 154, \$30.84; 167, \$34.40.

Class 154. Portsmouth—400 lbs. navy cap rivets—Bidder 65, \$76.

Class 155. Portsmouth—300 lbs. nuts, 5,000 lbs. boiler bolts, and 3,000 stove bolts—Bidder 63, \$163.20; 145, \$175.25.

Class 156. New York—1,000 ft. wire rope and 850 ft. galvanized-wire rope—Bidder 19, \$313.55; 31, \$322.38; 72, \$313.55; 87, \$313.55; 114, \$292.40; 128, \$313.55; 133, \$303.08; 145, \$251.50; 151, \$300; 155, \$259.10; 166, \$267.

Class 157. New York—14 doz. steel bar clamps—Bidder 67, \$216.98; 105, \$217.08; 106, \$217.08; 107, \$217.08; 150, \$217.08; 163, \$217.08.

Class 158. New York—40,000 lbs. galvanized iron or steel spikes—Bidder 67, \$1,896; 87, \$1,250; 106, \$1,980; 114, \$1,940; 134, \$1,360; 145, \$1,760.

Class 159. New York—100 prs. flanged hinges—Bidder 45, \$365; 106, \$84; 134, \$87; 163, \$70.

Class 160. New York—168 doz. machine bolts—Bidder 49, \$358.80; 63, \$439.20; 67, \$404.40; 78, \$319.20; 90, \$399.84; 105, \$367.20; 106, \$447.60; 163, \$386.40.

Class 161. Portsmouth—6 breast drills—Bidder 105, \$22.20; 106, \$12.60; 167, \$122.50.

Class 162. Norfolk—5,000 lbs. sheathing nails—Bidder 30, \$875; 31, \$875; 73, \$875; 103, \$875; 126, \$900; 134, \$995; 147, \$875.

Class 163. Boston—320 lbs. hard brass and 2,100 lbs. sheet brass—Bidder 22, \$614.69; 24, \$611.64; 73, \$657.81; 103, \$614.69; 126, \$588.81; 129, \$617.89; 147, \$349.35; 126, \$614.69.

Class 164. New York—2,400 lbs. sheet copper—Bidder 24, \$561.83; 31, \$561.83; 39, \$561.84; 73, \$561.83; 79, \$528; 147, \$561.83.

Class 165. Norfolk—4,200 lbs. bar iron—Bidder 13, \$154.50; 109, \$135.66; 167, \$74.13.

Class 166. Norfolk—18,000 lbs. bar iron—Bidder 25, \$358.20; 31, \$372.00 and \$354.60; 33, \$360; 38, \$378; 75, \$367.20; 87, \$351; 114, \$396.

Class 167. Norfolk—18,880 lbs. sheet lead and 14,970 lbs. lead pipe—Bidder 96, \$572.21; 103, \$3,498.95; 168, \$541.60.

Class 168. Boston—8,085 lbs. die steel—Bidder 39, \$646.80; 40, \$505.31 and \$1,455.30; 85, \$384.04; 87, \$1,022.75; 111, \$687.23.

Class 169. Norfolk—A quantity of tool steel—Bidder 39, \$3,293.06; 40, \$2,830.21.

Class 170. Boston—8,000 lbs. rolled sheet zinc—Bidder 30, \$610.40; 31, \$579.20; 64, \$640; 81, \$3564; 103, \$600; 106, \$648; 130, \$576.

Class 171. Portsmouth—40 lbs. rolled rubber packing—Bidder 74, \$24.

Class 172. Norfolk—3,700 lbs. pine pitch and 200 galls. pine tar—Bidder 33, \$111.50; 67, \$86.45; 76, \$99.50; 116, \$111.76; 146, \$102.25.

Class 173. Norfolk—4,100 lbs. seamless drawn copper tubing—Bidder 22, \$928.65; 24, \$936.85; 31, \$895.85; 129, \$904.05.

Class 174. Norfolk—2,000 lbs. oakum—Bidder 19, \$130; 30, \$128; 33, \$125; 41, \$120; 67, \$119.60; 106, \$140; 116, \$124; 146, \$138.

Class 175. Boston—A quantity of webbing, upholstering buttons, morocco line, twine, velvet, linen, tacks, etc.—Bidder 35, \$304.05; 59, \$279.50; 106, \$324.75.

Class 176. Norfolk—Window glass—Bidder 41, \$1,079.29; 44, \$1,150.95; 76, \$1,032.08; 94, \$1,152.15.

Class 177. Boston—3,000 sq. ft. of upholsterers' leather—Bidder 59, \$840; 60, \$780; 67, \$688.50; 106, \$1,020.

SCHEDULE 150.—Bureau of Steam Engineering.

Class 181. New York—10 single bell chime whistles—Bidder 49, \$39.80 and \$47; 67, \$39.60; 74, \$35.90; 78, \$36; 92, \$33; 106, \$39; 107, \$30.90; 134, \$33.85; 163, \$31.40.

Class 182. New York—650 lbs. sheet brass—Bidder 24, \$141.37; 73, \$123.50; 147, \$123.50.

Class 183. New York—3,000 lbs. Tobin bronze—Bidder 3, \$630.

Class 184. New York—About 2,600 lbs. seamless drawn copper pipe—Bidder 1, \$598.40; 22, \$620.45; 24, \$625.67; 31, \$609.95; 129, \$604.18.

Class 185. New York—50 brass globe valves—Bidder 74, \$77.50; 78, \$122.50; 90, \$127; 92, \$100; 105, \$110.

Class 186. New York—100 brass crosses—Bidder 74, \$15.80; 84, \$15.40; 106, \$22.20; 107, \$28.20.

SCHEDULE 151.—Supplies and Accounts.

Class 191. Boston—1,500 lbs. Portland cement—Bidder 18, \$30; 41, \$37.50; 55, \$33.45; 76, \$27.60; 161, \$45.

Class 192. Portsmouth—125 bbls. fire clay—Bidder 18, \$56; 41, \$70; 55, \$51.05; 76, \$64.50; 106, \$99; 118, \$67.50; 161, \$57.60.

Class 193. Boston—52 doz. files—Bidder 17, \$34.58; 63, \$110.74; 105, \$112.55.

Class 194. Boston—36 oiler sets—Bidder 17, \$115.20; 63, \$142.20; 67, \$118.08; 106, \$129.60; 107, \$349.92; 134, \$149.04.

Class 195. Boston—4 doz. funnels and 4 doz. measures—Bidder 17, \$93.90; 63, \$67.50; 67, \$81.95; 101, \$61.32; 105, \$80.25; 106, \$71.10; 107, \$82.99; 134, \$84.45.

Class 196. Boston—12 hydraulic jacks, 7 and 10 ton—Bidder 17, \$573; 41, \$516; 63, \$492; 67, \$497.88; 87, \$497.70; 105, \$495; 106, \$504; 107, \$514.44; 133, \$511.68; 134, \$432; 145, \$515.88.

Class 197. Portsmouth—15 doz. padlocks—Bidder 17, \$88; 63, \$88.50; 67, \$85.85; 105, \$90.90; 106, \$89.35; 134, \$84.25; 135, \$93.40; 163, \$84.

Class 198. Portsmouth—114 brass wire riddles—Bidder 49, \$68.40; 67, \$64.98; 106, \$71.25; 134, \$60.42; 163, \$67.20.

Class 199. Portsmouth—Stove bolts, washers, screws, locks, hinges, brass wire, brads, gages, drills, pliers, etc.—Bidder 63, \$117.82; 105, \$132.59; 106, \$115.62; 134, \$168.32; 163, \$166.01.

Class 200. Boston—Chain, screws, file handles, augers, ratchets, file brushes, chisels, clamps, flatters, sledges, hammers, knives, planes, saws,

*Accepted.

Schedule of proposals for naval supplies—Continued.

tongs, pliers, wrenches, grommets, and other items of hardware—Bidder 17, *\$1,012.38; 63, \$1,062.55; 101, informal, part of class; 105, \$1,020.51; 106, \$1,210.64; 107, \$1,605.33.

Class 201. Boston—31,500 lbs. bar iron—Bidder 109, *\$1,020.60.

Class 202. Portsmouth—2,250 lbs. bar iron—Bidder 109, *\$82.12.

Class 203. Portsmouth—3,175 lbs. mild steel—Bidder 40, *\$95.85; 111, \$103.84; 153, \$124.60.

Class 204. Portsmouth—5,100 lbs. angle steel—Bidder 25, \$190.74; 38, \$118.83; 64, *\$153.

Class 205. Portsmouth—2,000 lbs. asbestos mill board—Bidder 8, *\$80; 41, \$85; 83, \$80; 106, \$88; 115, \$80; 155, \$84.80.

† Class 206. Portsmouth—3,000 lbs. asbestos plaster cement—Bidder 8, \$45; 41, \$40.50; 83, \$60; 106, \$72; 155, \$44.70.

Class 207. Portsmouth—1,000 sq. ft. asbestos felting—Bidder 8, \$182; 41, \$215; 83, *\$182; 115, \$260; 155, \$199.90.

Class 208. Boston—2,000 lbs. polishing paste—Bidder 16, *\$135; 17, \$140; 46, \$135; 50, \$139.60; 76, \$194.80; 90, \$136.80; 106, \$210; 146, \$230.

Class 209. Boston—5,000 lbs. granular sodium carbonate—Bidder 61, \$121; 76, *\$118.50; 146, \$123.50.

Class 210. 600 lbs. graphite—Bidder 23, \$96; 41, \$90; 50, \$87; 61, *\$60; 76, \$77.88; 81, \$411; 94, \$90; 106, \$108; 118, \$84; 146, \$83.25; 156, \$60.

Class 211. Boston—150 lbs. gypsum, 100 lbs. pumice and 100 lbs. rotten stone—Bidder 41, \$29.05; 76, \$24; 146, *\$14.62.

Class 212. Boston—About 4,500 lbs. paint—Bidder 32, \$308.75; 48, *\$286.25; 80, \$369.25; 94, \$311.20; 97, \$341; 122, \$359.

Class 213. Boston—50 galls. aluminum paint—Bidder 46, \$107.50; 48, \$105; 50, \$115; 94, \$135; 106, \$123.50; 108, *\$95; 142, \$117.50.

Class 214. Boston—2,000 galls. lard oil—Bidder 9, \$1,496.40; 98, \$1,380; 112, \$1,450; 124, \$1,358; 134, \$1,400; 160, *\$1,320.

Class 215. Boston—1,500 galls. linseed oil—Bidder 140, *\$315.

Class 216. Portsmouth—About 6,000 lbs. seamless drawn copper pipe—Bidder 1, *\$1,714.07; 22, \$1,777.21; 24, \$1,791.52; 31, \$1,748.54; 189, \$1,732.22.

Class 217. Portsmouth—36 gate valves—Bidder 23, \$468; 74, *\$300; 90, \$391.80.

Class 218. Portsmouth—258 brass valves—Bidder 11, *\$373.50; 23, \$620.28; 90, \$932.40; 92, \$612.90; 106, \$613.44.

Class 219. 10 doz. brass globe valves—Bidder 11, *\$39; 23, \$54; 74, \$45; 90, \$83.90; 92, \$66.

Class 220. Boston—6 doz. gate valves—Bidder 23, *\$135; 74, \$150; 90, \$219.60.

Class 221. Boston—102 doz. elbows—Bidder 23, \$151; 74, \$153.54; 84, \$174.25; 106, *\$141.30; 120, \$125.40, part of class.

Class 222. Portsmouth—Brass elbows, tees, unions, and crosses—Bidder 23, \$322.92; 84, \$498.24; 120, *\$172.95.

Class 223. Boston—5 doz. reducing couplings—Bidder 23, *\$75; 84, \$174.75; 106, \$145; 134, \$124.65.

Class 224. New York—60,000 lbs. tinned apricots—Bidder 89, *\$3,478.80; 150, \$3,702; 152, \$3,582.

Class 225. New York—2,000 lbs. tinned pears—Bidder 26, \$9,072; 89, *\$8,642; 150, \$9,920.

Class 226. New York—1,500,000 lbs. sugar—Bidder 26, \$72,900; 71, *\$69,450; 89, \$70,200; 150, \$70,200.

Class 227. New York—150,000 lbs. salt—Bidder 76, *\$1,495.50; 89, \$1,579.80; 101, \$1,800; 102, \$1,539; 150, \$1,545.

Class 228. Portsmouth—7,000 lbs. white cotton waste—Bidder 23, \$1,050; 67, \$635.60; 87, \$630; 101, \$700; 110, *\$590.62.

OPENED OCTOBER 17, 1905.

Bidder 1. Atlas Portland Cement Co., 30 Broad street, New York.

2. American Electric Lamp Co., 26 Cortlandt street, New York.

3. American Lumber and Manufacturing Co., Pittsburg, Pa.

4. E. C. Atkins & Co., Inc., 402 South Illinois street, Indianapolis, Ind.

5. N. A. Benner & Co., 77 Water street, New York.

6. F. S. Banks & Co., 90 Wall street, New York.

7. Brown & Sharpe Manufacturing Co., Providence, R. I.

9. Berry & Alkins, Bainbridge Street wharf, Philadelphia, Pa.

11. Browning Engineering Co., Lock Drawer Q, Cleveland, Ohio.

12. Brown Hoisting Machinery Co., Cleveland, Ohio.

13. A. G. Belden & Co., 145 Maiden Lane, New York.

14. Bruce & Cook, 190 Water street, New York.

15. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

16. Bramhall, Deane & Co., 264 Water street, New York.

17. Bethlehem Steel Co., South Bethlehem, Pa.

18. Clement, Restein & Co., 137 N. 2d street, Philadelphia, Pa.

19. Carter & Clark, Washington, D. C.

20. Wm. Wirt Clarke & Sons, Builders' Exchange, Baltimore, Md.

21. James Clendenin, P. O. box 1002, Baltimore, Md.

22. Joseph F. Curren, 56 Leonard street, New York.

23. James B. Clow & Sons, 342 Franklin street, Chicago, Ill.

24. Carlos Cid, P. O. box 224, San Juan, P. R.

25. I. W. Bean, 29 Main street, San Francisco, Cal.

26. Adam Cook's Sons, 313 West street, New York.

27. Case Manufacturing Co., Columbus, Ohio.

28. A. S. Carman, Vallejo Junction, Cal.

29. Cuyler & Mohler, 611 William street, Baltimore, Md.

30. Curtis & Co. Manufacturing Co., St. Louis, Mo.

31. R. P. Clarke Co., Washington, D. C.

32. Compressed Air Machinery Co., 24 1st street, San Francisco, Cal.

33. Crouse-Tremaine Carbon Co., Fostoria, Ohio.

34. A. L. Cherry & Co., Portsmouth, Va.

35. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

36. Carnegie Steel Co., Pittsburg, Pa.

37. Cleveland Crane and Car Co., Wickliffe, Ohio.

38. Columbia Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.

39. Driggs-Seabury Ordnance Corporation, Sharon, Pa.

40. Henry Disston & Sons, Inc., P. O. box 1537, Philadelphia, Pa.

41. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.

42. Drew Machinery Agency, Manchester, N. H.

43. John B. Dauchy, 16 Broad street, New York.

44. Dodge Coal Storage Co., Nicetown, Philadelphia, Pa.

45. Delaware Marine Supply Manufacturing Co., Wilmington, Del.

46. Eppinger & Russell Co., 66 Broad street, New York.

47. A. B. Emerson, 31 Market street, San Francisco, Cal.

48. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

49. Marshall Field & Co., Chicago, Ill.

50. Faries Manufacturing Co., Decatur, Ill.

51. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

52. Franklin Electrical Manufacturing Co., Hartford, Conn.

53. W. P. Fuller & Co., 21 Front street, San Francisco, Cal.

54. Fiske Bros. Refining Co., 50 Water street, New York.

55. Fitz, Dana & Co., 110 North street, Boston, Mass.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

56. Fairbanks Co., 416 Broome street, New York.
57. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
58. R. W. Geldart, 2 Stone street, New York.
59. Gardner-Governor Co., Quincy, Ill.
60. Germania Electric Lamp Co., Harrison, N. J.
61. George W. Gale Lumber Co., Cambridge, Mass.
62. General Electric Co., Schenectady, N. Y.
63. Wm. A. Garrett, 53 State street, Boston, Mass.
64. Richard H. Grey, 123 California street, San Francisco, Cal.
65. Heller Bros. Co., Newark, N. J.
66. A. W. Harris Oil Co., Providence, R. I.
67. Harry Hunt, 97 Haverhill street, Boston, Mass.
68. Holophone Glass Co., 229 Fulton street, New York.
69. C. J. Hendry Co., 10 California street, San Francisco, Cal.
70. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.
71. Hyde Windlass Co., Bath, Me.
72. Handlan-Buck Manufacturing Co., St. Louis, Mo.
73. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
74. Hill, Clarke & Co., 156 Oliver street, Boston, Mass.
75. Hoshor-Platt Co., 120 Liberty street, New York; informal, no guarantee.
76. C. J. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.
77. Hendey Machine Co., Torrington, Conn.
78. Hallidie Machinery Co., 315 Second avenue, Seattle, Wash.
79. Henshaw, Bulkley & Co., 48 Fremont street, San Francisco, Cal.
80. Hartman Co., 1231 North Front street, Philadelphia, Pa.
81. A. L. Hirsh, 368 Greenwich street, New York.
82. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
83. R. C. Hoffman & Co., Baltimore, Md.
84. Hutchinson Cement Co., 35 South William street, New York.
85. Ingersoll-Sargeant Drill Co., 11 Broadway, New York.
86. International Smokeless Powder and Chemical Co., Wilmington, Del.
87. Industrial Works, Bay City, Mich.
88. Jenkins Manufacturing Co., 21 Park Row, New York.
89. George R. Johnson, Light and Lee streets, Baltimore, Md.
90. E. B. James Lumber Co., 16 Central street, Boston, Mass.
91. G. M. Josselyn & Co., 38 Market street, San Francisco, Cal.
92. Wm. G. Johnson, First avenue south and King street, Seattle, Wash.
93. Lewis H. Jones, P. O. box 666, Detroit, Mich.
94. John M. Klein Electrical Co., 105 Battery street, San Francisco, Cal.
95. J. B. Kendall, Washington, D. C.
96. Arthur Koppel, 66 Broad street, New York.
97. Kursheedt Manufacturing Co., 356 West Broadway, New York.
98. J. H. Leonard & Co., 15 Park Row, New York.
99. F. H. Lovell & Co., Arlington, N. J.
100. Lebanon Chain Works, Lebanon, Pa.
101. Lucas Machine Tool Co., Cleveland, Ohio.
102. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
103. Marine Manufacturing and Supply Co., 158 South street, New York.
104. Mullenhoff & Kolbor, San Juan, P. R.
105. McCloud River Lumber Co., San Francisco, Cal.
106. Midvale Steel Co., Philadelphia, Pa.
107. Massasoit Manufacturing Co., Fall River, Mass.
108. Monongahela Iron and Steel Co., Pittsburg, Pa.
109. Montgomery & Co., 105 Fulton street, New York.
110. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
111. McCay Engineering Co., 9 E. Lexington street, Baltimore, Md.
112. Manning, Maxwell & Moore, 85 Liberty street, New York.
113. J. L. Mott Iron Works, Washington, D. C.
114. Manhattan Electrical Supply Co., 32 Cortlandt street, New York.
115. R. H. Macy & Co., Broadway and 34th street, New York.
116. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
117. Manhattan Supply Co., 127 Franklin street, New York.
118. Motley, Green & Co., 66 Broad street, New York.
119. John D. Moore, 45 Liberty street, New York.
120. Norfolk Creosoting Co., Norfolk, Va.
121. National Electrical Supply Co., Washington, D. C.
122. New Jersey Foundry and Machinery Co., 9 Murray street, New York.
123. New York Belting and Packing Co., 93 Chambers street, New York.
124. Northampton Portland Cement Co., 26 Broadway, New York.
125. Niles-Bement-Pond Co., 111 Broadway, New York.
126. North Penn Iron Co., Philadelphia, Pa.
127. New York Boat Oar Co., 69 West street, New York.
128. National Carbon Co., Cleveland, Ohio.
129. Pratt & Whitney Co., Hartford, Conn.
130. Porter Co., 194 Water street, New York.
131. Porter & Moore Co., Norfolk, Va.
132. Pacific Hardware and Steel Co., 200 7th street, San Francisco, Cal.
133. Pawling & Harnischfeger, Milwaukee, Wis.
134. Philadelphia General Supply Co., Washington, D. C.
135. Phillips, Townsend & Co., Philadelphia, Pa.; no bid.
136. Pacific Hardware and Steel Co., New York.
137. Pedrick & Smith, Germantown, Philadelphia, Pa.
138. Patapsco Oil and Grease Co., 109 Cheapside, Baltimore, Md.
139. Rome Brass and Copper Co., Rome, N. Y.
140. Randolph-Clowes Co., Waterbury, Conn.
141. Riverside Metal Co., Riverside, N. J.
142. Thomas R. Riley, Washington, D. C.
143. Royce & Ricketts, Washington, D. C.
144. J. B. Roache, 350 Fulton street, New York.
145. Rudolph & West Co., Washington, D. C.
146. Jose D. Riera, San Juan, P. R.; informal, no guaranty.
147. Railway Supply and Manufacturing Co., Cincinnati, Ohio.
148. Southern Sawmill Co., Ltd., St. Louis, Mo.
149. Thomas W. Smith, Washington, D. C.
150. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
151. Sutro Bro. Braid Co., 127 Spring street, New York.
152. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
153. T. H. Sellers, 61 Stewart street, San Francisco, Cal.
154. Standard Underground Cable Co., Pittsburg, Pa.
155. Siemon & Elting, 194 Front street, New York.
156. Standard Oil Co., Baltimore, Md.
157. Standard Electrical Manufacturing Co., Flatiron Building, New York.
158. Shaw Engineering and Manufacturing Co., Flatiron Building, New York.
159. Thomas Somerville & Sons, Washington, D. C.
160. Safety Armorite Conduit Co., Pittsburg, Pa.
161. Sprague Electric Co., 527 W. 34th street, New York.

Schedule of proposals for naval supplies—Continued.

162. George C. Thomas, 26 Cortlandt street, New York.

163. Edward A. Temple, 100 William street, New York.

164. Taunton-New Bedford Copper Co., New Bedford, Mass.

165. United Marine Supply Co., 97 Warren street, New York.

166. Universal Supply Co., 290 Broadway, New York.

167. United States Cast Iron Pipe and Foundry Co., Land Title Building, Philadelphia, Pa.

168. M. D. Valentine & Bro. Co., Woodbridge, N. J.

169. Vulcan Crucible Steel Co., Aliquippa, Pa.

170. Wellman-Seaver-Morgan Co., Cleveland, Ohio.

171. Camden Iron Works, Camden, N. J.

172. California Electrical Works, 547 Mission street, San Francisco, Cal.

173. Western Electric Co., 463 West street, New York.

174. Ernest Wiener Co., 66 Broad street, New York.

175. Williamson Bros. Co., Philadelphia, Pa.

176. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.

177. Warren Ehret Co., Land Title Building, Philadelphia, Pa.

178. U. S. Wood Preserving Co., 29 Broadway, New York; informal, no guarantee.

179. Wonham & Magor, 29 Broadway, New York.

180. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.

181. E. W. Bliss Co., Adams and Plymouth streets, Brooklyn, N. Y.

182. General Fireproofing Co., Youngstown, N. Y.

183. Pettingell-Andrews Co., 160 Pearl street, Boston, Mass.

184. Arthur Gamwell, Seattle, Wash.

185. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.

SCHEDULE No. 139.—Bureau of Yards and Docks.

Class 1. San Juan—10,000 Porto Rican building brick and 18,000 common American brick—Bidder 5, item 2, \$312.48 and \$338.94; 24, item 1, \$*150.

Class 2. San Juan—50 cubic meters building sand—Bidder 5, \$531.50; 24, \$*70.

Class 3. San Juan—600 bbls. Portland cement—Bidder 1, \$1,398; 5, \$1,200; 6, \$1,644; 84, \$1,308; 104, \$*1,260.

Class 4. San Juan—21,700 ft. yellow and white pine—Bidder 5, \$1,028.41; 48, \$*871.50; 148, \$1,255.50; 180, \$1,073.50.

SCHEDULE No. 140.—Bureau of Yards and Docks.

Class 11. Puget Sound—3 air hoists—Bidder 30, \$255; 78, \$*251; 85, \$292.66.

Class 12. Puget Sound—10 cast-iron sheaves—Bidder 42, \$200 and \$210; 78 \$*137; 122, \$156.39; 162, \$177.74.

Class 13. Puget Sound—500 sq. ft. expanded metal—Bidder 20, \$32.50; 117, \$34.85; 182, \$*30.

Class 14. Puget Sound—31,000 lbs. structural steel crane rails—Bidder 78, \$2,449; 162, \$*1,519.

SCHEDULE No. 141.—Bureau of Equipment.

Class 21. Puget Sound—27,500 ft. steel conduit—Bidder 94, \$2,534.50; 110, \$2,012; 160, \$*1,989.22; 172, \$2,756.50; 173, \$2,322; 185, \$2,316.37.

Class 22. Puget Sound—Brass enameled conduit—Bidder 88, \$492.68; 160, \$481.19; 172, \$*466.79.

Class 23. Puget Sound—5,500 ft. interior communication cable—Bidder 62, \$*1,520; 173, \$1,575.38.

Class 24. Puget Sound—10,000 ft. bell wire, and 8,000 ft. double-conductor wire—Bidder 62, \$*987.50; 173, \$1,006.30.

Class 25. Puget Sound—400 lbs. magnet wire—Bidder 62, \$138; 165, \$150; 173, \$142; 185, \$*130.78.

*Accepted.

Class 26. Puget Sound—28,900 ft. wire—Bidder 62, \$3,000.30; 173, \$*3,532.25.

Class 27. Puget Sound—Navy standard interior electric fittings—Bidder 62, \$*850.30; 99, \$920.50; 172, \$1,249.81.

Class 28. Puget Sound—500 globes for ceiling fixtures—Bidder 99, \$107; 130, \$142; 165, \$*94; 172, \$194.

Class 29. Puget Sound—1,000 yds. cotton sleeving and 100 push buttons—Bidder 165, \$77.50; 173 \$82; 185, \$*75.25.

Class 30. Puget Sound—Conduits and couplings—Bidder 88, \$969.55; 94, \$494.95; 160, \$389.55; 173, \$*334.15.

Class 31. Puget Sound—A quantity of brass nuts and screws—Bidder 41, \$262.76; 51, \$*206.60; 78, \$346.48; 92, \$215.91; 117, \$354.97; 152, \$208.25; 184, \$435.80.

Class 32. Puget Sound—3,003 lbs. brass rod—Bidder 21, \$566.28; 64, \$705.71; 73, \$566.28; 78, \$644.08; 82, \$566.28; 116, \$566.28; 132, \$591.59; 136, \$563.22; 140, \$*555.55; 164, \$600.60.

Class 33. Puget Sound—About 1,000 lbs. steel—Bidder 25, \$94.80; 35, \$68.95; 41, \$*66.19; 64, \$88.30; 92, \$55.45.

Class 34. Puget Sound—Fiber rod and sheet fiber—Bidder 117, \$288.70; 121, \$305.65; 165, \$*234.12.

Class 35. Puget Sound—136 lbs. hard rubber rod and 30 lbs. hard rubber tubing—Bidder 6, \$*147.25; 64, \$235.60; 78, \$164.05; 121, \$195.50; 130, \$236.60; 165, \$155.97; 173, \$169.55; 185, \$264.40.

†Class 36. Puget Sound—200 lbs. sheet rubber—Bidder 41, \$36; 78, \$160; 130, \$260.

Class 37. Mare Island—A quantity of agate or white enameled kitchen utensils—Bidder 16 \$745.95; 73, \$*561.75.

SCHEDULE No. 142.—Bureau of Construction and Repair.

Class 41. Mare Island—2 motors—Bidder 62, \$*655.

Class 42. Mare Island—1 motor—Bidder 79, \$*530.

Class 43. Mare Island—9,000 lbs. Norway iron—Bidder 41, \$*359.55; 64, \$621; 72, \$382.50; 95, \$540 and \$450.

Class 44. Mare Island—Clamps and hand screws—Bidder 41, \$*116.52; 117, \$120.55; 132, \$134.40.

Class 45. Mare Island—16,440 lbs. chain—Bidder 41, \$1,145.86; 58, \$1,142.94; 64, \$1,348.08; 95, \$1,216.56; 100, \$1,127.70; 103, unit prices; 168, \$1,150.80 and \$1,315.20; 112, \$1,461.51; 122, \$*1,043.94.

Class 46. Mare Island—1 steam separator—Bidder 42, \$153 and \$180; 59, \$68; 64, \$107.50; 70, \$*117.

Class 47. Mare Island—3 windlasses—Bidder 71, \$*2,625.

Class 48. Mare Island—1 centering machine—Bidder 32, \$*124; 42, \$128.75; 129, \$157.50.

Class 49. Mare Island—1 electric traveling hoist—Bidder 27, \$*575; 30, \$1,005; 37, \$1,150; 125, \$595; 133, \$895; 162, \$789.50.

Class 50. Mare Island—2,170 lbs. sheet copper—Bidder 64, \$596.53; 73, \$562.02; 76, \$*547.92; 93, \$562.02; 116, \$562.03; 139, \$562.03; 164, \$562.03.

Class 51. Mare Island—17,550 lbs. mild steel plates—Bidder 36, \$719.48; 64, \$860.24; 83, \$*606.08.

Class 52. Mare Island—309,553 lbs. steel plates—Bidder 36, \$8,762.35; 64, \$9,131.81; 83, \$*7,491.18.

Class 53. Puget Sound—13,000 lbs. angle and channel steel, 5,513 lbs. I beams, and 4,485 lbs. light channels—Bidder 64, \$*891.96.

Class 54. Puget Sound—21,347 lbs. medium steel plates—Bidder 36, \$749.28; 64, \$939.26; 83, \$*597.72.

Class 55. Puget Sound—145,382 lbs. medium steel plates—Bidder 36, \$4,099.77; 64, \$4,846.07; 83, \$*3,518.24.

Class 56. Puget Sound—5 100 lbs. galvanized steel angles—Bidder 64, \$*306.

Class 57. Puget Sound—13,000 lbs. billet steel—Bidder 17, \$617.50; 35, \$500.50; 64 \$337; 83, \$*348.40; 106, \$520.

†No. award.

Schedule of proposals for naval supplies—Continued.

Class 58. Puget Sound—69,000 lbs. steel rivet rod—Bidder 64, \$2,814; 83, *\$2,170.80; 106, \$3,350; 163, \$2,412.

Class 59. Puget Sound—6,800 lbs. medium steel—Bidder 36, *\$329.12; 64, \$408.

Class 60. Mare Island—945 lbs. tool steel—Bidder 25, \$756; 35, \$765.45; 64, \$945, \$850.50 and \$708.75; 106, *\$472.50.

Class 61. Mare Island—195,000 lbs. rivet steel—Bidder 64, \$8 190; 83, \$6,318; 106, \$9,262.50; 163, *\$6 318.

Class 62. Mare Island—6,480 lbs. steel plates—Bidder 64, *\$388 80.

Class 63. Mare Island—235,000 lbs. steel angles—Bidder 36, \$6,998.23; 64, \$7,284.09; 83, *\$6,880.81.

Class 64. Mare Island—71,306 lbs. mild steel channels—Bidder 64, *\$2,488.58.

Class 65. Mare Island—16,000 lbs. mild steel—Bidder 36, *\$535.32; 64, \$729.99.

Class 66. Mare Island—39,300 lbs. mild steel—Bidder 64, *\$1,516.20.

Class 67. Mare Island—71,945 lbs. steel bars—Bidder 17, \$3,417.39; 35, \$2,388.57; 39, \$2,590.02; 64, \$3,525.30; 83, *\$2,374 18; 95, \$2,590.02; 106, \$3,223.14.

Class 68. Mare Island—106,000 lbs. billet steel—Bidder 17, \$5,039.41; 35, \$3,522.29; 64, \$4,657.48; 83, *\$2,726.59; 106, \$4,243.72.

Class 69. Mare Island—1,500 galls. North Carolina tar and 9,000 lbs. North Carolina pitch—Bidder 47, \$520.65; 69, *\$486; 81, \$698.04; 89, \$661.25; 91, \$522; 153, \$570.

Class 70. Mare Island—9,000 lbs. marine glue—Bidder 20, \$921.60; 53, \$1,300.50; 91, *\$864; 103, \$1 080; 117, \$1,140.30; 155, \$877.50.

Class 71. Mare Island—20,000 lbs. oakum—Bidder 41, \$1,530; 47, \$1,436; 58, \$1,429; 64, \$1,519; 69, *\$1,400; 91, \$1,440; 132, \$1,400; 153, \$1,420.

Class 72. Mare Island—25,000 ft. white cedar—Bidder 28, \$1,245; 48, \$1,485; 57, \$1,686.25; 105, *\$1,212.25; 184, \$1,000.

Class 73. Mare Island—1,600 ft. black pipe—Bidder 41, \$365; 64, \$652; 73, *\$313.08; 117, \$552.

SCHEDULE 144.

Class 81—Bidder 11, *\$4,551 75; 12, \$6,000; 44, \$6,100; 87, \$4,886; 126, \$7,000; 170, \$5,606.

SCHEDULE 145.—Yards and Docks.

Class 91. Guantanamo—2,000 bbls. Portland cement—Bidder 1, \$4,340; 6, *\$3,880; 20, \$4,600; 84, \$4,080; 124, \$4,100.

Class 92. Guantanamo—1,100 cu. yds. broken stone—Bidder 84, *\$3,982.

†Class 93. Guantanamo—650 cu. yds. sand—No bids.

Class 94. Guantanamo—2,000 lbs. oakum—Bidder 6, \$129.58; 20, \$160; 58, *\$120.80.

Class 95. Guantanamo—300 bolts, 2,400 lbs. wire nails, 1 lead-melting furnace, 1 pipe-testing force pump, 6 lead-pouring ladles, 2 doz. chisels, 6 sledge hammers, 6 sets lead-calking irons, 6 hardies, 4 sledge hammers, 6 sets asbestos pipe jointers, etc.—Bidder 23, \$765.78; 117, *\$284.85; 118, \$335.17.

Class 96. Guantanamo—12,000 ft. sheathing and about 30,000 ft. yellow pine—Bidder 3, \$1,602; 48, *\$1,606.

Class 97. Guantanamo—2,000 ft. creosoted yellow pine—Bidder 120, *\$160.

Class 98. Guantanamo—11,000 lbs. pig lead—Bidder 6, *\$561; 14, \$605; 21, \$610.50.

Class 99. Guantanamo—800 ft. gage railroad track, 2 switches, and 6 curves—Bidder 58, \$807; 96, *\$540; 118, \$686; 122, \$754.68; 162, \$685.26; 179, \$595.50.

Class 100. Guantanamo—A quantity of soft steel bars—Bidder 112, *\$2,913.07.

Class 101. Guantanamo—A quantity of copper intake screens, flanged pipes, flanged quarter bends, gate valves, tees, check valves, ladders, manhole covers and frames, copper floats, brass sash chain, copper gaskets, etc.—Bidder 23, \$2,250.95; 102, \$3,068.70; 171, *\$1,662.43.

Class 102. Guantanamo—236 tons cast-iron

pipe—Bidder 23, \$10,044.16; 117, \$9,078.92; 118, \$7,080; 159, \$10,148; 167, \$7,590; 171, *\$7,375.

Class 103. Guantanamo—20 gate valves—Bidder 23, \$498; 102, \$531.50; 117, *\$479; 171, \$512.50.

Class 104. Guantanamo—10 hydrants—Bidder 23, \$470; 102, \$490; 171, *\$440.

Class 105. Guantanamo—4 dump cars and 4 flat cars—Bidder 96, *\$520; 118, \$532.

SCHEDULE 153.—Yards and Docks.

Class 111. Norfolk—40 arc lamps, 50 globes, and 6 bobeches—Bidder 62, \$715.45; 121, \$731.80; 143, \$778; 165, \$811.20; 185, *\$711.55.

Class 112. Norfolk—30 portable desk lamps and 4 roller-top desk lamps—Bidder 50, \$100.60; 121, \$99.48; 165, \$103.50; 173, *\$93; 176, \$111.28; 183, \$128.10; 185, \$96.94.

Class 113. Norfolk—9,050 ft. steel conduit—Bidder 110, \$459.73; 121, \$463.22; 160, \$412.42; 173, \$458.35; 176, \$421.25; 185, *\$395.25.

Class 114. Norfolk—Outlet boxes, bushings, and lock nuts—Bidder 121, \$192.87; 165, \$220.12; 173, \$194 70; 176, \$185.41; 185, *\$179.98.

Class 115. Norfolk—Rubber-covered wire—Bidder 62, \$1,326; 154, \$1,173; 173, *\$1,165.55; 176, \$1,223.89.

Class 116. Norfolk—60 hemispheres—Bidder 58, \$213; 68, \$183.90; 121, \$268.50; 158, \$262.50 and \$202.50; 165, \$189; 173, \$183; 176, \$169.20; 183, *\$145.50; 185, \$199.50.

Class 117. Norfolk—Wireless clusters—Bidder 121, \$679.40; 165, \$669.62; 173, \$673.12; 176, \$636.86; 183, \$758.56; 185, *\$606.16.

Class 118. Norfolk—Distributing boards and panel boards—Bidder 121, \$813; 165, *\$502.50; 173, \$593; 185, \$598.50.

Class 119. Norfolk—Lamp cord, fixture wire, switches, receptacles, plugs, etc.—Bidder 121, \$272.95; 165, \$354.35; 173, \$298.45; 176, \$262.44; 183, *\$225.94; 185, \$246 68.

Class 120. Boston—2,100 lbs. rail connections—Bidder 6, *\$62.37; 58, \$78.54; 83, \$67 20; 96, \$68.25.

Class 121. Boston—Switch stands and connecting rods—Bidder 6 \$76.90; 72, \$150; 83, \$105, part; 95, \$75; 96, *\$52.50; 117, \$145.40; 174, \$68.40.

Class 122. Norfolk—Pipe straps, bolts, nuts, etc.—Bidder 9, \$27 05; 102, \$29.40; 109, *\$30.20; 117, \$23.70; 121, \$24.05.

Class 123. Boston—500 creosoted railroad ties—Bidder 46, \$800; 57, \$725; 120, *\$622.50.

Class 124. Boston—Steel angles and rails—Bidder 6, \$3,113; 36, \$3,119.50; 58, \$3,147.60; 72, \$3,162.50; 83, \$3,166.50; 174, *\$3 100.

Class 125. Washington—Soil pipe—Bidder 23, *\$387.58, part; 88, \$435.83; 113, \$394.

Class 126. League Island—Placing new roof on building 25—Bidder 177, *\$575.

SCHEDULE 154.—Equipment.

Class 131. New York—50,000 ft. double conductors—Bidder 62, *\$5,650; 173, \$5,720.

Class 132. New York—Aerial wire and copper wire—Bidder 58, \$539.85; 82, \$568.52; 112, \$539.74; 141, \$588.25; 143, *\$525.95; 165, \$552; 173, \$564.

Class 133. League Island—Twist drills—Bidder 51, \$14.80; 58, \$14.92; 72, \$14.73; 98, \$14.67; 117, \$16.52; 131, *\$14.57; 145, \$14.98.

Class 134. League Island—Metal-slitting saws—Bidder 15, \$24; 40, *\$20.28; 58, \$25.02; 72, \$25.50; 98, \$24.18; 109, \$24.90; 112, \$26.04; 117, \$25.92; 131, \$33.24; 134, \$20.46; 145, \$24.90.

Class 135. League Island—12 expanding reamers—Bidder 137, *\$270.

Class 136. League Island—Taps, gear cutters, calipers, and clamp dogs—Bidder 72, \$77.20; 109, \$82.05; 117, *\$72.43.

Class 137. Boston—Surface plates, shears, drills, rivets, etc.—Bidder 109, *\$186.04; 117, \$195.74.

Class 138. Boston—6,000 ft. spruce plank—Bidder 3, \$228; 48, \$180; 61, \$210; 90, *\$172.50.

Class 139. Boston—830 lbs. sheet copper—Bidder 7, *\$182.60; 10, \$182.60; 35, \$182.60; 55, \$182.60; 82, \$182.60; 116, \$182.60; 164, \$182.60.

*Accepted

† No award.

Schedule of proposals for naval supplies—Continued.

Class 140. Boston—145 lbs. Tobin bronze—Bidder 55, *\$36.25.

Class 141. League Island—4 tons pig iron—Bidder 6, \$114; 9, \$94; 58, *\$89.84.

Class 142. League Island—Machine steel—Bidder 35, \$128.25 and *\$118.89; 72, \$173.33; 106, \$119.72; 163, \$236.51.

Class 143. League Island—Hose—Bidder 18, \$74.50; 72, \$37.80; 123, \$92.50; 161, *\$59.

SCHEDULE 155.—Navigation.

Class 151. Annapolis—Incandescent lamps—Bidder 2, \$1,250.25; 38, \$1,300.75; 52, \$1,288.25; 60, \$1,313; 62, \$1,413.25; 114, *\$1,227.75; 121, \$1,288.25; 157, \$1,288.75; 173, \$1,375.25; 176, \$1,306.25; 183, \$1,227.75; 185, \$1,271.25.

Class 152. Annapolis—Carbons for arc lamps—Bidder 33, *\$115; 111, \$1,533.25; 114, \$150; 121, \$153.75; 128, \$137.50; 173, \$147.50; 185, \$164.10.

Class 153. Annapolis—2,000 yds. cheesecloth—Bidder 22, \$60; 31, *\$56; 115, \$90; 117, \$64; 150, \$59.40.

Class 154. Annapolis—1,000 galls. cylinder oil—Bidder 13, \$490; 43, \$230; 64, \$240; 66, \$470; 138, *\$195; 156, \$320.

Class 155. Annapolis—1,000 galls. engine oil—Bidder 43, \$190; 54, \$300; 66, \$160; 138, \$155; 156, *\$154.00.

Class 156. Annapolis—100 galls. coal oil and 100 galls. gasoline—Bidder 9, \$36; 156, \$26.70; 156, *\$22.50.

Class 157. Annapolis—1,250 lbs. Albany grease—Bidder 6, \$132.37; 9, \$161.25; 21, \$134.25; 26, \$150; 54, \$123.75; 58, \$133.50; 66, *\$100; 72, \$137.50; 81, \$137.30; 95, \$140; 112, \$132.50; 117, \$149.60; 121, \$135; 138, \$150; 145, \$140.63.

Class 158. Bidder 6, \$70; 54, \$50; 66, \$60; 112, \$53.75; 138, *\$50; 156, \$42.50.

Class 159. Annapolis—2,000 lbs. white cotton waste—Bidder 58, \$281.25; 95, \$270; 107, \$253.12; 112, \$273.60; 115, \$300; 147, *\$247.20.

†Class 160. Engraving 34,000 letters and attaching loops and ribbons—Bidder 117, \$234.60; 166, \$1,700.

SCHEDULE 156.—Ordnance.

Class 161. Washington—11,000 lbs. rivets—Bidder 95, \$302.50; 112, *\$300.80.

Class 162. Washington—Files—Bidder 40, \$682.58; 65, \$727.11; 72, \$925.60; 98, \$706.10; 134, \$688.04; 145, *\$572.55.

Class 163. Washington—15 doz. screw wrenches—Bidder 6, \$87, part; 58, *\$164.95; 72, \$176; 95, \$165; 109, \$171.50; 112, \$181.

Class 164. Washington—Twist drills—Bidder 72, \$407.05; 95, \$412.51; 98, \$407.98; 100, \$412.18; 117, \$408.25; 131, \$408.57; 134, \$407.98; 145, *\$389.36.

Class 165. Washington—Brazing copper and monkey wrenches—Bidder 109, \$173.75; 117, *\$158.02.

Class 166. Washington—2 precision lathes—Bidder 74, *\$1,200; 112, \$1,530.

Class 167. Washington—3 milling machines—Bidder 8, \$4,618 and \$4,761; 15, \$780 part; 56, *\$5,040 and \$5,000; 77, \$822, part; 125, \$4,248; 143, \$4,013.60 and \$3,913.60.

Class 168. Washington—1 boring, drilling, and milling machine—Bidder 101, *\$2,440.

Class 169. Washington—10,580 ft. white oak—Bidder 3, \$476.10; 19, \$338.56; 48, \$423.20; 57, \$433.78; 142, \$3,703; 149, *\$317.40.

Class 170. Washington—16,800 ft. Virginia pine and 30,500 ft. Georgia pine—Bidder 19, \$1,407.72; 48, \$1,335.99; 57, \$1,554.22; 142, \$1,307.92; 159, *\$1,251.99.

Class 171. Newport—Sheet brass and brass tubing—Bidder 21, *\$91.10.

Class 172. Washington—80,608 lbs. steel bars—Bidder 35, \$2,780.98; 95, *\$2,257.02; 106, \$3,425.84.

Class 173. Washington—Switches and frogs—Bidder 6, \$343.50; 9, \$409.50; 58, \$316.70; 72, *\$306; 83, \$384; 95, \$442; 96, \$420; 174, \$365.40.

Class 174. Norfolk—Water-closets and wash basins—Bidder 34, *\$325.

* Accepted.

Class 175. Washington—4,000 smokeless powder packing boxes—Bidder 86, *\$12,000; 117, \$15,500.

Class 176. Newport—12 supply boxes—Bidder 67, *\$418.20.

SCHEDULE 157.—Construction and Repair.

Class 181. Norfolk—Rivets and burrs—Bidder 21, *\$416.55; 82, \$433.55.

Class 182. New York—Drop handles and chest locks—Bidder 45, \$87; 144, *\$74.50.

Class 183. New York—1 power trimming press—Bidder 143, \$1,143; 181, *\$1,100.

Class 184. League Island—2 deck hoists and fittings—Bidder 71, \$2,126; 175, *\$2,029.75.

Class 185. League Island—11,767 lbs. tool steel—Bidder 35, *\$2,434.35; 65, \$772.71; 106, \$1,312.73; 169, \$1,986.85.

Class 186. Norfolk—13,000 ft. galvanized wrought-iron pipe—Bidder 29, *\$588.90; 80, \$635.50; 117, \$680.

Class 187. New York—500 ft. tubing steel—Bidder 80, \$255; 102, *\$237.50.

Class 188. League Island—5,000 lbs. oakum—Bidder 6, *\$289.95; 9, \$312; 20, \$300; 58, \$290.50.

Class 189. Norfolk—Oars—Bidder 127, *\$3,691.

Class 190. New York—5 sewage discharges and parts for same—Bidder 98, \$4,665; 119, *\$4,870.

†Class 191. New York—100 cu. yds. building sand—No bids.

Class 192. Portsmouth—450 cupola blocks—Bidder 20, \$170.24; 63, \$123.20; 117, \$145.60; 168, *\$96.25.

SCHEDULE 158.—Steam Engineering and Supplies and Accounts.

Class 201. League Island—Copper wire—Bidder 62, \$3,848.30; 121, \$3,574.76; 154, \$3,403.20; 173, \$3,590.86; 176, *\$3,062.92.

Class 202. League Island—Steel conduit, bushings, elbows, etc.—Bidder 110, \$236.40; 121, \$239.62; 160, *\$215.35; 173, \$237.13; 176, \$217.64; 185, \$230.98.

Class 203. League Island—Fish wire, black tape, okonite tape, wire solder, etc.—Bidder 9, \$105; 121, \$95.65; 173, *\$70.26; 176, \$70.67; 185, \$77.75.

Class 204. New York—50,000 yds. watch mark braid—Bidder 49, \$675; 97, *\$540; 151, \$625.

Class 205. New York—110,000 yds. watch mark braid—Bidder 97, \$2,240; 151, *\$2,200.

OPENED OCTOBER 20, 1905.

- Bidder 1. Crocker-Wheeler Co., Ampere, N. J.
2. General Electric Co., Schenectady, N. Y.
3. Holtzer-Cabot Electric Co., Brookline, Mass.
4. Northern Electrical Manufacturing Co., Madison, Wis.
5. Roth Bros. & Co., 27 S. Clinton street, Chicago, Ill.

Class 1. 5 motor generators—Bidder 1, \$3,397.80; 2, \$4,015; 3, \$3,990; 4, \$2,958.70; 5, \$3,906.

Class 2. 23 motor generators—Bidder 1, \$9,106.85; 2, \$10,812; 3, \$9,250; 4, \$6,692.06; 5, \$9,818.

Bidder 4 submitted alternate propositions as follows: On class 1, *\$2,943.10, and on class 2, *\$6,599.

OPENED OCTOBER 24, 1905.

Bidder 1. Arkay Rubber Co., 35 Warren street, New York.

2. American Lumber and Manufacturing Co., Pittsburg, Pa.

3. American Steam Gauge and Valve Manufacturing Co., 208 Camden street, Boston, Mass.

4. Armstrong Cork Co., 23d street and Allegheny River, Pittsburg, Pa.

5. M. W. Adams, 9 N. Frederick street, Baltimore, Md.

6. American Screw Co., Providence, R. I.

7. F. S. Banks & Co., 90 Wall street, New York.

8. Benedict & Burnham Manufacturing Co., 253 Broadway, New York.

9. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

† No award.

Schedule of proposals for naval supplies—Continued.

10. Bridgeport Brass Co., 253 Broadway, New York.
11. Bramball, Deane Co., 262 Water street, New York.
12. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.
13. R. P. Clarke Co., Washington, D. C.
14. Carter, Rice & Co., 246 Devonshire street, Boston, Mass.
15. James B. Clow & Sons, 342 Franklin street, Chicago, Ill.
16. Cuyler & Mohler, 611 Williams street, Baltimore, Md.
17. Chapman Valve Manufacturing Co., Indian Orchard, Mass.
18. Columbia Planograph Co., Washington, D. C.
19. Richard N. Cary, Pensacola, Fla.
20. Clements, Restein & Co., 167 N. 2d street, Philadelphia, Pa.
21. Camden Iron Works, Camden, N. J.
22. V. Clad & Son, Inc., 245 S. 12th street, Philadelphia, Pa.
23. William W. Clark & Son, Monument and Forest streets, Baltimore, Md.
24. R. B. Cary, 26 Cortlandt street, New York.
25. James Clendenin, P. O. box 1002, Baltimore, Md.
26. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
27. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
24. R. B. Cory, 26 Cortlandt street, New York.
29. Fairbanks Co., Broome and Elm streets, New York.
30. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
31. Franklin Electric Manufacturing Co., Hartford, Conn.
32. Follanshee Bros. Co., Pittsburg, Pa.
33. Fiske Bros. Refining Co., 59 Water street, New York.
34. General Fireproofing Co., Youngstown, Ohio.
35. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
36. William D. Gill & Son, 701 President street, Baltimore, Md.
37. General Electric Co., Schenectady, N. Y.
38. R. W. Geldart, 2 Stone street, New York.
39. General Engineering and Supply Co., Washington, D. C.
40. General Sales Co., 1211 Filbert street, Philadelphia, Pa.
41. John O. Gamage, Norfolk, Va.
42. Hoshor Plat Co., 120 Liberty street, New York.
43. L. C. Hasinger, P. O. box 2, East Liberty, Pa.
44. G. D. Holmes, Washington, D. C.
45. C. G. Hussey & Co., 2830 2d avenue, Pittsburg, Pa.
46. A. L. Hirsh, 369 Greenwich street, New York.
47. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
48. Hyde Windlass Co., Bath, Me.
49. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
50. S. F. Hayward & Co., 20 Warren street, New York.
51. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
52. Jenkins Manufacturing Co., 13 Park Row, New York.
53. J. K. Joice, First National Bank building, Chicago, Ill.
54. H. W. Johns-Manville Co., 100 William street, New York.
55. J. B. Kendall, Washington, D. C.
56. Arthur Koppel Co., 66 Broad street, New York.
57. F. H. Lovell & Co., Arlington, N. J.
58. John Lucas & Co., 322 Race street, Philadelphia, Pa.
59. J. H. Leonard & Co., 15 Park Row, New York.
60. W. S. Langhorn & Son, Portsmouth, Va.
61. R. H. Macy & Co., Broadway and 34th street, New York.
62. McCambridge & Co., 525 Cherry street, Philadelphia, Pa.
63. Montgomery & Co., 105 Fulton street, New York.
64. McCall Bros., Washington, D. C.
65. Mack Manufacturing Co., Land Title building, Philadelphia, Pa.
66. Meyer & Goetze, 109 Worth street, New York.
67. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
68. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
69. F. P. May & Co., Washington, D. C.
70. Manhattan Supply Co., 127 Franklin street, New York.
71. J. H. Menze & Son, Ltd., New Orleans, La.
72. J. L. Mott Iron Works, 84 Beekman street, New York.
73. Merritt & Co., 1024 Ridge avenue, Philadelphia, Pa.
74. National Mortar Co., Washington, D. C.
75. National Electrical Supply Co., Washington, D. C.
76. New Jersey Foundry and Machine Co., 9 Murray street, New York.
77. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
78. Norfolk Creosoting Co., Norfolk, Va.
79. Neal & Brinker Co., 18 Warren street, New York.
80. Nicolette Lumber Co., Nicolette, W. Va.
81. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
82. Old Dominion Paper Co., Norfolk, Va.
83. Oliver Machinery Co., Grand Rapids, Mich.
84. Pratt & Whitney, 111 Broadway, New York.
85. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
86. S. M. Price Machinery Co., Norfolk, Va.
87. M. P. Palmes, Pensacola, Fla.
88. Page Belting Co., Concord, N. H.
89. Penn Metal Ceiling and Roofing Co., Ltd., 559 Atlantic avenue, Boston, Mass.
90. Porter Co., 194 Water street, New York.
91. J. B. Roache, 350 Fulton street, New York.
92. Rudolph & West Co., Washington, D. C.
93. Randolph-Clowes Co., Waterbury, Conn.
94. Rome Brass and Copper Co., Rome, N. Y.
95. Republic Rubber Co., 47 Warren street, New York.
96. E. P. Reichhelm & Co., 23 John street, New York.
97. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
98. Standard Electrical Manufacturing Co., Flatiron Building, New York.
99. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
100. Sherman, Brown, Clements Co., 55 Dey street, New York.
101. Standard Underground Cable Co., Pittsburg, Pa.
102. L. E. Smoot, Washington, D. C.
103. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
104. Henry I. Silverman, 392 W. Broadway, New York.
105. W. & G. Sloane, Broadway and 19th street, New York.
106. Thomas W. Smith, Washington, D. C.
107. Smith-Courtney Co., Richmond, Va.
108. Siegel-Cooper Co., 6th avenue and 18th street, New York.
109. Scoville Manufacturing Co., Waterbury, Conn.
110. Southern Creosoting Co., Slidell, La.
111. Safety Armorite Conduit Co., Pittsburg, Pa.
112. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
113. J. Spencer Turner Co., 86 Worth street, New York.
114. D. A. Tower, 306 Broadway, New York.
115. F. R. Thorns, 112 Duane street, New York.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

116. Edward A. Temple, 100 William street, New York.
 117. George C. Thomas, 26 Cortlandt street, New York.
 118. Thresher Electric Co., Dayton, Ohio.
 119. Taunton-New Bedford Copper Co., New Bedford, Mass.
 120. N. & G. Taylor Co., Chestnut and 3d streets, Philadelphia, Pa.
 121. Universal Supply Co., 290 Broadway, New York.
 122. United Marine Supply Co., 97 Warren street, New York.
 123. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 124. Ernest Wiener Co., 66 Broad street, New York.
 125. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 126. John D. Westbrook, Norfolk, Va.
 127. Western Electric Co., 463 West street, New York.
 128. Woodward, Wight & Co., Ltd., New Orleans, La.
 129. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 130. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 131. W. P. Youngs & Bros., 35th street and First avenue, New York.
 132. Manning, Maxwell & Moore, New York.

SCHEDULE 163.—Bureau of Yards and Docks.

- Class 1. Pensacola—About 17,018 ft. yellow pine timber—Bidder 27, *\$587.12.
 Class 2. Pensacola—512 ft. white oak—Bidder 27, *\$40.96; 80, \$51.20.
 †Class 3. Pensacola—A large quantity of railroad cross ties and eight head blocks—Bidder 78, \$2,975.60.

SCHEDULE 164.—Bureau of Navigation.

- Class 11. Pensacola—200 bolts and nuts and 400 cast-iron washers—Bidder 75, \$22; 100, \$24.40; 128, *\$21.94.
 †Class 12. Pensacola—2,572 ft. yellow-pine timber—Bidder 27, \$102.88.
 Class 13. Pensacola—1,600 cu. ft. yellow-pine timber—Bidder 78, *\$1,248; 110, \$998.40.

SCHEDULE 165.—Bureau of Construction and Repair.

- Class 21. Pensacola—3 doz. knob locks, 6 doz. drawer locks, 18 doz. chest locks, 12 doz. wardrobe locks, 5 doz. sash locks, and 5 doz. spring latch and knob locks—Bidder 63, \$375.20; 70, *\$368.44; 91, \$406.45.
 Class 22. Pensacola—A quantity of sash lifts, shutter knobs, cabin door hooks, drawer pulls, coat and hat hooks, cup hooks, key hooks, brass hinges, wire brads, screws, bolts and nuts, galvanized-iron tacks, nails, sandpaper, etc.—Bidder 30, *\$452.15; 70, \$459.39; 91, \$559.
 Class 23. Pensacola—6,000 lbs. galvanized sheet steel—Bidder 25, \$209.40; 47, \$216; 55, \$216; 67, *\$206.40; 70, \$282.
 Class 24. Pensacola—5 gals. liquid glue, 100 lbs. pattern maker's glue, 50 lbs. red sanders, 30 gals. furniture rubbing varnish, 50 lbs. pumice stone, 25 lbs. rotten stone, 50 lbs. Vandyke brown, in oil—Bidder 58, *\$96.38; 70, \$140.20.

SCHEDULE 166.—Bureau of Steam Engineering and Supplies and Accounts.

- Class 31. Pensacola—260 tons bituminous coal—Bidder 19, *\$1,005; 87, \$1,020.
 Class 32. Pensacola—A large quantity of files and cabinet wood rasps—Bidder 9, \$106.56; 30, \$84.84; 47, \$92.73; 63, *\$81.96; 71, \$108.42; 128, \$130.70.
 Class 33. Pensacola—252 gross brass screws—Bidder 6, \$124.44; 30, \$117.96; 47, \$124.06; 63, \$126; 71, \$163.20; 99, *\$113.41; 116, \$133.76; 128, \$130.80.

*Accepted.

Class 34. Pensacola—5,300 lbs. steel wire nails—Bidder 71, *\$120.57; 91, \$156.35; 128, \$127.20.

Class 35. Pensacola—60 lbs. cotton twine, 30 squirt cans, 25 lbs. copper tacks, 246 pairs hinges, 24 hammers, 144 wrenches, 10 cross-cut saws, 12 hatchets, 580 back saw blades, 288 hammer handles, 432 sledge handles, and 12 wire gages—Bidder 30, \$298.95; 43, \$90.48, part; 63, *\$271.72, part; 70, \$297.65, part; 71, \$209.78, part; 91, \$350.06; 128, \$342.73, part.

Class 36. Pensacola—22 rms. emery cloth, 354 rms. sandpaper—Bidder 30, \$272.52; 38, \$255.40; 47, *\$250.49; 63, \$264.25; 70, \$284.50; 71, \$300.80; 121, \$264.80; 128, \$276.39.

Class 37. Pensacola—105 lbs. bellows leather—Bidder 28, \$50.40; 70, \$56.70; 88, *\$42.

Class 38. Pensacola—5,000 lbs. ingot copper—Bidder 77, *\$892.50; 128, \$900.

Class 39. Pensacola—60 lbs. flax packing and 300 lbs. sheet gum packing—Bidder 71, \$441; 95, *\$226.80.

Class 40. Pensacola—144 gross rubber bands and 16 gt. gro. rubber bands—Bidder 1, *\$119.92; 82, \$158.64; 114, \$135.50.

Class 41. Pensacola—72 blank books, 276 memorandum books, 36 press copy books, and 120 stenographers' note books—Bidder 13, \$137.80; 82, *\$110.28; 114, \$115.87; 121, \$122.80.

Class 42. Pensacola—24 rms. court-martial paper, 12 rms. foolscap paper, and 15 rms. note paper—Bidder 82, \$134.91; 114, *\$125.16; 121, \$138.69.

Class 43. Pensacola—156 rms. typewriter paper and 15 boxes typewriter carbon paper—Bidder 82, \$209.34; 114, \$163.65; 121, *\$143.12.

Class 44. Pensacola—A quantity of water bowls, sponge cups, erasers, ink extractors, paper fasteners, ink, pencils, penholders, pens, thumb tacks, blotting paper, etc.—Bidder 13, \$494.91; 82, \$511.42; 114, *\$472.12.

SCHEDULE 167.—Bureau of Yards and Docks.

Class 51. Portsmouth—400 ft. lead-covered cable—Bidder 37, \$300; 101, \$297; 127, *\$284.

Class 52. Washington—30 tons cement dry mortar and 10 bbls. ready finish—Bidder 23, \$549.50; 74, *\$261.50.

Class 53. Washington—55 bbls. Portland cement—Bidder 23, \$107.25; 39, \$85.25; 44, \$95.15; 60, \$97.40; 74, *\$80.85.

Class 54. Washington—130 bbls. concrete sand and 14 cu. yds. gravel—Bidder 23, \$71.56; 102, *\$40.90.

Class 55. League Island—1 pipe bending machine—Bidder 70, *\$99.50.

Class 56. League Island—4,000 ft. white pine—Bidder 26, \$400; 27, \$396; 36, \$399.80; 125, *\$350; 131, \$440.

Class 57. Washington—1,200 lbs. galvanized-iron wire and channels—Bidder 73, *\$39.68.

Class 58. Washington—410 sq. yds. expanded metal lath and 1,350 sq. ft. expanded metal—Bidder 23, \$137.30; 34, *\$102; 70, \$137.30; 73, \$102; 80, \$115.50.

Class 59. Norfolk—1 water-closet, 1 urinal and 2 lavatories—Bidder 15, \$102.12; 52, \$80.80; 62, \$80.50; 68, \$73; 72, *\$72.96.

Class 60. Norfolk—700 ft. terra-cotta pipe, etc.—Bidder 23, *\$114; 41, \$129.37; 65, \$114.08; 68, \$147.40.

Class 61. Norfolk—3 platform industrial railway push cars—Bidder 42, \$270; 56, \$180; 76, \$133.50; 124, *\$120; 117, \$130.80.

SCHEDULE 168.—Bureau of Equipment.

†Class 71. League Island—300 incandescent lamps—Bidder 31, \$62.50; 37, \$63.50; 75, \$62.50; 98, \$62.50; 127, \$63.50; 129, \$63.50.

Class 72. League Island—100 thermostats—Bidder 52, \$1,180; 57, 1,000; 122, \$1,020; 127, *\$990; 129, \$1,040.

Class 73. League Island—650 sockets—Bidder 37, \$144.25; 75, *\$142.75; 129, \$172.50.

Class 74. League Island—Lighting wire and interior communication cable—Bidder 37, \$2,456; 127, *\$2,457.38.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 75. League Island—Steel enameled conduit, outlet elbows, etc.—Bidder 24, \$626.72; 111, *\$595.14; 127, \$626.30; 129, \$644.10.

Class 76. League Island—Unions and reducing bushings—Bidder 24, \$337.99; 111, *\$321.07; 127 \$336.95; 129, 399.32.

Class 77. League Island—Rubber gaskets—Bidder 20, *\$144.25; 37, \$201.

†Class 78. League Island—Insulators, globes, enunciators, and fuses—Bidder 122, \$768.10; 127, \$718.59; 129, \$760.18.

Class 79. Norfolk—1 wood turning lathe—Bidder 83, \$280; 107, *\$279.

Class 80. Boston—Khaki canvas—Bidder 66, *\$1,712.16; 113, \$1,773.41.

Class 81. Washington—1,000 copies of plano-graphs of British admiralty navigation charts—Bidder 18, *\$700.

SCHEDULE 169.—Bureau of Ordnance.

Class 91. Washington—Files—Bidder 59, \$160.47; 69, \$779.98; 79, \$780.08; 92, *\$764.42; 96, \$1,170.

Class 92. Washington—Files—Bidder 29, \$773.-65; 59, \$925.55 and \$994.50; 69, \$733.95; 79, \$655.50; 92, *\$645.

Class 93. Washington—File handles—Bidder 63, \$37.60; 92, *\$32.75.

Class 94. Washington—6 pieces steel shafting—Bidder 9, \$17.94; 12, *\$10.38; 38, \$12.90; 55, \$12; 70, \$21; 116, \$13.20.

Class 95. Washington—10,000 lbs. soda ash—Bidder 40, \$500; 97, *\$285.

Class 96. Washington—750 glass lights and 12 pkgs. glazier's points—Bidder 23, \$64.08; 46, \$61.50; 63, \$58.20; 70, \$74.70; 104, *\$53.34.

Class 97. Washington—6,000 ft. rawhide lacing eather—Bidder 23, \$55; 55, \$55; 132, *\$52.75.

SCHEDULE 170.—Bureau of Construction and Repair.

Class 101. Norfolk—35,000 spring cotters—Bidder 30, *\$293.70; 38, \$309.75; 47, \$301.85; 55, \$316.70; 70, \$327.90; 91, \$317.50; 107, \$301.40; 130, \$335.

Class 102. New York—P. & W. chasers for cutting U. S. standard pitches—Bidder 30, \$220.52; 38, \$199.84; 84, *\$257.58.

Class 103. Washington—100,000 ft. white pine—Bidder 2, *\$4,975; 27, \$4,975; 36, \$5,874; 53, \$7,450; 106, \$6,240; 125, \$5,750.

Class 104. New York—6,200 lbs. strip brass and 150 lbs. spring brass—Bidder 8, \$1,127.14; 10, \$1,127.12; 25, \$1,127.14; 49, \$1,127.14; 67, \$1,127.13; 93, \$1,126.37; 94, \$1,223.50; 109, *\$1,034.87.

Class 105. League Island—2,200 lbs. sheet copper—Bidder 10, \$471.90; 12, \$471.90; 45, *\$438.90; 49, \$471.90; 67, \$471.90; 94, \$473; 119, \$470.90.

Class 106. League Island—3,540 lbs. sheet steel—Bidder 9, \$87.43; 25, \$88.15; 67, \$84.96; 116, *\$82.84.

†Class 107. New York—108,750 lbs. steel rod—Bidder 12, \$4,615.92; 55, \$3,255.50.

Class 108. League Island—20 boxes tin—Bidder 32, *\$135; 47, \$135.00; 67, \$145.08; 120, \$147.

Class 109. New York—755 lbs. gum gaskets and 418 lbs. molded rubber rings—Bidder 35, \$1,337.22; 81, \$1,534.18; 85, \$1,289.71; 123, *\$1,290.30.

Class 110. Norfolk—200 lbs. pure sheet gum—Bidder 35, \$204; 54, \$240; 70, *\$168; 81, \$240; 85, \$250; 86, \$238; 95, \$198; 107, \$340; 122, \$195; 123, \$300; 126, \$218.

Class 111. Norfolk—3,000 rubber tips—Bidder 81, \$247.50; 85, \$270; 86, *\$246; 122, \$465.

Class 112. New York—15 crates of tarred felt—Bidder 23, \$172.50; 54, *\$217.50.

Class 113. League Island—60 gate valves—Bidder 17, \$519; 20, \$475.68; 21, \$576; 68, *\$468; 70, \$590.16; 100, \$493.39.

Class 114. Norfolk—100 round flange unions—Bidder 68, \$139; 70, \$139; 85, \$200; 126, *\$138.

Class 115. Norfolk—40 steam plug cocks—Bidder 68, \$135; 70, *\$128.40; 126, \$144.

Class 116. League Island—4 doz. rubber plugs and 24 bibs—Bidder 52, \$40.90; 62, *\$35.44; 68, \$35.65; 72, \$35.52.

*Accepted.

Class 117. League Island—1,000 sq. yds. linoleum—Bidder 70, \$866.50; 105, \$917.50; 108, \$970; 112, *\$774.20.

Class 118. League Island—75 galls. linoleum cement—Bidder 40, \$131.25; 70, \$202.50; 97, *\$81.75; 108, \$198.75; 112, \$176.25.

Class 119. New York—5 steam tables—Bidder 11, \$385; 22, *\$220.

Class 120. Norfolk—3 steam windlasses—Bidder 48, *\$1,650.

SCHEDULE 171.—Bureau of Steam Engineering.

Class 121. League Island—Bolts, nuts, rivets, washers, tacks, wire, etc.—Bidder 63, *\$157.25; 70, \$166.42; 91, \$441.15.

Class 122. League Island—Stub bolts and bolts and nuts—Bidder 49, *\$129.04; 70, \$160.08.

SCHEDULE 172.—Bureau of Supplies and Accounts.

Class 131. Portsmouth—1,125 lbs. bolts, 2,400 lag screws, and 6,000 stove bolts—Bidder 100, *\$85.33.

Class 132. Norfolk—100 lbs. hoop brass and 550 lbs. brass wire—Bidder 8, \$113.88; 25, \$113.88; 49, \$113.88; 67, \$113.88; 103, *\$112.47.

Class 133. Norfolk—750 lbs. copper wire—Bidder 25, *\$195.50; 47, \$195.50.

Class 134. Norfolk—36 oiler sets—Bidder 38, \$102.96; 47, \$180; 90, \$116.64; 91, *\$102.96.

Class 135. Norfolk—12 hydraulic jacks—Bidder 23, \$514.40; 38, \$296.74; 47, \$449.10; 55, \$475.50; 63, \$400.50; 86, *\$411; 91, \$465; 100, \$511.74; 107, \$534.54; 126, \$499.50.

Class 136. Norfolk—Grommets—Bidder 47, \$133.16; 63, \$157.49; 70, \$146.25; 91, \$133.16; 115, \$177.81; 132, *\$123.56.

Class 137. Norfolk—Hack saws—Bidder 63, \$96; 70, *\$65.88.

Class 138. Norfolk—Vises—Bidder 30, *\$255.10; 55, \$260.75; 63, \$342.30; 70, \$258.54; 91, \$294.00.

Class 139. Norfolk—36 doz. pipe wrenches—Bidder 7, \$324.92; 15, \$350.64; 16, \$354.60; 30, \$291; 38, *\$288; 47, \$318.40; 63, \$308.30; 70, \$296.10; 86, \$321; 100, \$292.80; 107, \$300.36; 130, \$336.20.

Class 140. Norfolk—30 doz. screw wrenches—Bidder 30, *\$161.10; 38, \$163; 47, \$185.40; 63, \$162.60; 70, \$165.60; 107, \$221.40.

Class 141. Portsmouth—126 gro. brass wood screws—Bidder 30, \$112.26; 47, \$118.32; 63, \$119.04; 92, *\$111.93; 116, \$126.42; 130, \$112.26.

Class 142. Norfolk—Spikes, brads, draws, chains, dividers, steel figures, pliers, pots, planes, saws, etc—Bidder 61, \$54.56, part; 63, *\$1,074.10; 70, \$1,126.47.

Class 143. Portsmouth—Sash cord, hooks, wire, cans, draw pulls, brads, nails, tacks, thermometers, grommets, tongs, chalk, wrenches, etc.—Bidder 30, *\$253.55; 70, \$272.05; 91, \$303.

Class 144. Norfolk—1,800 lbs. copper bolts and 1,000 lbs. sheathing copper—Bidder 12, \$561; 25, \$561; 49, \$561; 94, \$561.50; 103, *\$561; 119, \$561.

Class 145. Norfolk—790 lbs. sheet copper—Bidder 12, \$169.45; 25, \$169.45; 45, *\$157.60; 49, \$169.45; 94, \$169.85; 103, \$169.45; 119, \$169.45.

Class 146. Norfolk—10,000 ft. galvanized iron pipe—Bidder 16, *\$435; 51, \$487.50; 68, \$467.50; 126, \$700.

Class 147. Portsmouth—106 brass valves—Bidder 51, *\$142.20.

Class 148. Portsmouth—Unions, elbows, tees, and bushings—Bidder 68, *\$147.37; 70, \$157.80.

Class 149. Norfolk—Nipples and unions—Bidder 52, *\$97.39; 70, \$814.82; 107, \$2,035.80.

Class 150. Norfolk—Bushings, couplings, and unions—Bidder 68, *\$35.70; 70, \$39.47; 107, \$65.07.

Class 151. Norfolk—Steam cocks and safety valves—Bidder 3, *\$110.16; 68, \$120.

Class 152. Portsmouth—500 lbs. Albany grease—Bidder 23, \$60; 25, \$65.50; 33, *\$49.50; 38, \$53.90; 46, \$56.20; 55, \$55; 68, \$55; 70, \$60; 91, \$74.50; 97, \$57.

Class 153. Norfolk—3,500 lbs. sulphuric acid and 2,300 lbs. muriatic acid—Bidder 25, \$109; 46, \$155.92; 97, \$113.14; 60, *\$97.40.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 154. Norfolk—4,480 lbs. rosin—Bidder 23, \$147.84; 46, \$116.48; 97, \$133.50.

Class 155. Norfolk—200 galls. coal tar—Bidder 23, \$36; 38, \$42.20; 46, \$39.90; 97, \$42.

Class 156. Norfolk—500 lbs. granulated cork—Bidder 4, \$32.50; 23, \$32.50; 64, \$23.75; 70, \$35.

Class 157. Norfolk—48 grenades—Bidder 50, \$19.20.

Class 158. 10,000 lbs. toilet paper—Bidder 14, \$760; 82, \$783; 121, \$773.01.

Class 159. Annapolis—100,000 bu. oyster shells—Bidder 5, \$5,500.

SCHEDULE 173.—*Bureau of Ordnance.*

Class 171. Philadelphia—16 12-in. electrical equipment and 32 8-in. electrical equipment—Bidder 37, \$16,840; 118, \$15,240.

OPENED OCTOBER 31, 1905.

Bidder 1. Art Metal Construction Co., Jamestown, N. Y.

2. American Steel and Wire Co., Folsom and 16th streets, San Francisco, Cal.

3. Armour & Co., 205 La Salle street, Chicago, Ill.

4. Samuel R. Ailman, Equitable Building, Baltimore, Md.

5. E. C. Atkins & Co., Inc., Indianapolis, Ind.

6. American Glue Co., 121 Beverly street, Boston, Mass.

7. W. D. Allen Manufacturing Co., 151 Lake street, Chicago, Ill.

8. American Lumber and Manufacturing Co., Pittsburg, Pa.

9. Alliance Machine Co., Alliance, Ohio.

10. L. G. Banning, 5th and Main streets, Cincinnati, Ohio.

11. A. B. Blackmore, 419 Carondelet street, New Orleans, La.

12. D. H. Bibb, 18 Montgomery street, San Francisco, Cal.

13. Baker & Hamilton, 2 Pine street, San Francisco, Cal.

14. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

15. Brown Hoisting Machinery Co., 26 Cortlandt street, New York.

16. F. S. Banks & Co., 90 Wall street, New York.

17. A. W. Barnes, 300 Driggs avenue, Brooklyn, N. Y.

18. George F. Blake Manufacturing Co., 114 Liberty street, New York.

19. Beckwith-Chandler Co., 201 Emmett street, Newark, N. J.

20. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.

21. Baldwin, Robbins & Co., 99 Pearl street, Boston, Mass.

22. Burke Electric Co., Erie, Pa.

23. Bethlehem Steel Co., South Bethlehem, Pa.

24. Benney & Smith Co., 81 Fulton street, New York.

25. Bowers Rubber Co., 42 Sacramento street, San Francisco, Cal.

26. Case Manufacturing Co., Columbus, Ohio.

27. James Clendennin, P. O. box 1002, Baltimore, Md.

28. William Wirt Clarke & Son, Baltimore, Md.

29. Coggins & Owens, 102 N. Frederick street, Baltimore, Md.

30. Crocker-Wheeler Co., Ampere, N. J.

31. Carnegie Steel Co., Pittsburg, Pa.

32. Carborundum Co., Niagara Falls, N. Y.

33. R. P. Clarke Co., Washington, D. C.

34. Charles F. Chaney, New London, Conn.

35. A. S. Carman, Vallejo Junction, Cal.

36. Carpenter Steel Co., Reading, Pa.

37. Cleveland Crane and Car Co., Wickliffe, Ohio.

38. Columbia Incandescent Lamp Co., St. Louis, Mo.

39. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

40. Fred B. Dallam, 230 Front street, San Francisco, Cal.

41. Denny-Renton Clay and Coal Co., Seattle, Wash.

42. Drew Machinery Agency, Manchester, N. H.

43. Diamond Meter Co., Peoria, Ill.

44. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

45. Durable Wire Rope Co., 28 Atlantic avenue, Boston, Mass.

46. M. L. Davidson, 45 Keap street, Brooklyn, N. Y.

47. Dunham, Carrigan & Hayden Co.

48. Eastern and Western Lumber Co., Portland, Oreg.

49. Eccles & Smith Co., 91 Fremont street, San Francisco, Cal.

50. Ehrlich Harrison Co., Seattle, Wash.

51. Electric Equipment Co., 425 Mission street, San Francisco, Cal.

52. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

53. W. A. Emerick, 152 New Montgomery street, San Francisco, Cal.

54. Franklin Electric Manufacturing Co., Hartford, Conn.

55. Frankford Chain Works, Frankford, Philadelphia, Pa.

56. Fairbanks Co., Broome and Elm streets, New York.

57. Fiske Bros. Refining Co., 15 Old Slip, New York.

58. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

59. Firth-Sterling Steel Co., McKeesport, Pa.

60. L. W. Ferdinand & Co., 201 South street, Boston, Mass.

61. R. W. Geldart, 2 Stone street, New York.

62. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

63. J. Gibson, McIlvain & Co., 58th and Woodland avenues, Philadelphia, Pa.

64. Richard H. Grey, 123 California street, San Francisco, Cal.

65. Gorham Rubber Co., 392 Mission street, San Francisco, Cal.

66. Arthur Gamwell, Seattle, Wash.

67. Graton & Knight Manufacturing Co., Worcester, Mass.

68. General Electric Co., Schenectady, N. Y.

69. William D. Gill & Son, 701 President street, Baltimore, Md.

70. Ernest L. Hueter, 816 Mission street, San Francisco, Cal.

71. Hollidie Machinery Co., Seattle, Wash.

72. Hadwin Houghton, 117 Fulton street, New York.

73. A. W. Harris Oil Co., Providence, R. I.

74. C. G. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.

75. Hudson Belting Co., Worcester, Mass.

76. Handlan-Buck Manufacturing Co., St. Louis, Mo.

77. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.

78. Hart Wood Lumber Co., 354 Berry street, San Francisco, Cal.

79. Holyoke Belting Co., Holyoke, Mass.

80. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.

81. A. L. Hirsh, 308 Greenwich street, New York.

82. Industrial Home for the Adult Blind, Oakland, Cal.

83. Independent Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.

84. William G. Johnson, Seattle, Wash.

85. H. W. Johns-Manville Co., 100 William street, New York.

86. Charles R. Johnson, Norfolk, Va.

87. L. H. Jones, Detroit, Mich.

88. J. R. Keller, Pensacola, Fla.

89. Charles W. Kattell, 3 W. 14th street, New York.

90. J. B. Kendall, Washington, D. C.

91. Thomas Kells Sons Co., 240 India street, Brooklyn, N. Y.

*Accepted.

Schedule of proposals for naval supplies—Continued.

92. Kalt Lumber Co., 312 E. 64th street, New York.
93. James F. Knapp, 104 Reade street, New York.
94. Loeb Bros. Leather Belting Co., 31 Ferry street, New York.
95. J. H. Leonard & Co., 15 Park Row, New York.
96. Lebanon Chain Works, Lebanon, Pa.
97. John Lucas & Co., 322 Race street, Philadelphia, Pa.
98. L. M. Rumsey Manufacturing Co., 810 N. 2d street, St. Louis, Mo.
99. Manning, Maxwell & Moore, 85 Liberty street, New York.
100. Montgomery & Co., 105 Fulton street, New York.
101. Manhattan Supply Co., 127 Franklin street, New York.
102. John W. Masury & Son, P. O. box 1012, New York.
103. Moeler & Schumann, Morrison and Flushing avenues, Brooklyn, N. Y.
104. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
105. Philip McManus, Seattle, Wash.
106. Marine Manufacturing and Supply Co., 157 South street, New York.
107. Manhattan Oil Co., 51 Front street, New York.
108. Maley & Thompson & Moffet Co., 424 E. 31st street, New York; informal, no guaranty.
109. Andrew J. Morse & Son, 221 High street, Boston, Mass.
110. Manhattan Electrical Supply Co., 32 Cortlandt street, New York.
111. C. W. Marwedel, 58 1st street, San Francisco, Cal.
112. Monongahela Iron & Steel Co., P. O. box 215, Pittsburg, Pa.
113. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
114. McCloud River Lumber Co., 5th and Brannon streets, San Francisco, Cal.
115. W. S. Miller, Rialto Building, San Francisco, Cal.
116. New York & New Jersey Lubricant Co., 14 Church street, New York.
117. Norton Emery Wheel Co., Worcester, Mass.
118. New Jersey Foundry and Machine Co., 9 Murray street, New York.
119. Niles-Bement-Pond Co., 11 Broadway, New York.
120. Northern Electrical Manufacturing Co., Madison, Wis.
121. Nicolette Lumber Co., Nicolette, W. Va.
122. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
123. National Electrical Supply Co., Washington, D. C.
124. New York Lubricating Oil Co., 116 Broad street, New York.
125. North American Dredging Co., 95 Market street, San Francisco, Cal.
126. North Penn Iron Works, Philadelphia, Pa.
127. S. Obermayer Co., Cincinnati, Ohio.
128. Charles O'Regan, foot of 24th street, Brooklyn, N. Y.
129. Platt Iron Works Co., Dayton, Ohio; informal, no guaranty.
130. Pool & Macy, 191 Front street, New York.
131. Pacific Hardware and Steel Co., 700 7th street, San Francisco, Cal.
132. Pacific Coast Dredging and Reclamation Co., 5 Market street, San Francisco, Cal.
133. Pratt & Whitney, Hartford, Conn.
134. Pawling & Harnischfeger, Milwaukee, Wis.
135. Pettingell & Andrews Co., 160 Pearl street, Boston, Mass.
136. Porter Co., 194 Water street, New York.
137. Edward D. Page, 12 Pine street, San Francisco, Cal.
138. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
139. W. C. Robinson & Son Co., 336 North street, Baltimore, Md.
140. Rudolph & West Co., Washington, D. C.
141. J. Russell & Co., Holyoke, Mass.
142. Franz Richter, 221 Jackson street, Seattle, Wash.
143. Randolph-Clowes Co., Waterbury, Conn.
144. Rome Brass and Copper Co., Rome, N. Y.
145. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
146. Sibley & Pitman, 26 Warren street, New York.
147. Charles Schieren & Co., 38 Ferry street, New York.
148. Thomas W. Smith, Washington, D. C.
149. Sherman-Brown-Clements Co., 55 Dey street, New York.
150. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
151. Stokes Bros. Co., 30th street, below Chestnut, Philadelphia, Pa.
152. Siemon & Elting, 194 Front street, New York.
153. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
154. Standard Scale and Supply Co., Pittsburg, Pa.
155. James A. Snook & Co., 247 Davis street, San Francisco, Cal.
156. San Francisco Bridge Co., 220 Market street, San Francisco, Cal.
157. Standard Oil Co., Baltimore, Md.
158. Levi Strauss & Co., San Francisco, Cal.
159. A. Schrader's Sons, Inc., 32 Rose street, New York.
160. D. Samuels' Lace House Co., Sutter street, corner of Grant avenue, San Francisco, Cal.
161. Standard Electrical Manufacturing Co., Flat Iron Building, New York.
162. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
163. James B. Smith, 318 California street, San Francisco, Cal.
164. Thresher Electric Co., Dayton, Ohio.
165. George C. Thomas, 26 Cortlandt street, New York.
166. Edward A. Temple, 100 William street, New York.
167. Tacoma Mill Co., Tacoma, Wash.
168. Truckee Lumber Co., 6 California street, San Francisco, Cal.
169. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
170. Taunton-New Bedford Copper Co., New Bedford, Mass.
171. Union Oil Co., Seattle, Wash.
172. Union Petroleum Co., 138 S. 2d street, Philadelphia, Pa.
173. Universal Supply Co., 290 Broadway, New York.
174. Vacuum Oil Co., 29 Broadway, New York.
175. Valvoline Oil Co., 27 State street, Boston, Mass.
176. Van Dorn Iron Works Co., Cleveland, Ohio.
177. Western Electric Co., 463 West street, New York.
178. Watson & Pittinger Co., 420 Carroll street, Brooklyn, N. Y.
179. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
180. Wheeler & Wilson Manufacturing Co., 833 Broadway, New York.
181. Washington Broom and Woodenware Co., Seattle, Wash.
182. Roger Williams, 39 Cortlandt street, New York.
183. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
184. White Bros., corner of Howard and Spear streets, San Francisco, Cal.
185. W. A. Wood Co., 373 Atlantic avenue, Boston, Mass.
186. Warren Steam Pump Co., 95 Liberty street, New York.
187. Yule & Towne Manufacturing Co., 9 Murray street, New York.
188. Wm. P. Youngs Bros., 35th street and First avenue, New York.

Schedule of proposals for naval supplies—Continued.

SCHEDULE 152.

Class 1. Dredging—Mare Island—Bidder 125, 25.88c. cu. yd.; 132, 25c.; 156, *19c. per cu. yd.

SCHEDULE 159.—*Yards and Docks.*

Class 11. Mare Island—A quantity of direct current recording wattmeters—Bidder 43, *\$327.75; 51, \$452.50; 68, \$447.90; 177, \$386.92.

Class 12. Puget Sound—12-ton overhead electric traveling crane—Bidder 9, 1-\$2,355; 15, 2-\$1,597; 26, 1-\$1,975; 37, 1-\$1,690; 119, 1-\$2,070; 126, 2-\$1,706; 134, 1-\$2,100; 169, 1-\$1,175, 2-\$1,150.

SCHEDULE 160.—*Construction and Repair.*

Class 21. Mare Island—175 lbs. metaline plugs—Bidder 2, *\$531.50.

Class 22. Puget Sound—24 doz. hose bands—Bidder 47, \$20.16; 66, \$240; 84, \$22.80; 138, \$115.20; 142, *\$17.28.

Class 23. Puget Sound—2 platform scales—Bidder 13, \$34.50; 28, \$34; 66, \$90; 71, \$37; 84, *\$24.50 and \$31.20; 99, \$33.20; 101, \$68; 137, \$31; 154, \$25.50.

Class 24. Puget Sound—31 band saws and 10 doz. hacksaw blades—Bidder 5, *\$71.68; 66, \$86.70; 71, \$172.65; 76, \$73.25; 95, \$76.18; 150, \$94.30.

Class 25. Puget Sound—2,022 lbs. grindstones—Bidder 28, \$65.71; 47, *\$60.25; 66, \$121.32; 71, \$65.72.

Class 26. Puget Sound—A quantity of ground emery, rat traps, awl, leveling square, bits for brace, claw hammer, chisels, countersinks, wing dividers, gouges, planes, screw-drivers, saws, etc.—Bidder 47, \$34.37; 66, \$66.75; 71, *\$29.11; 100, \$44.05; 138, \$48.65.

Class 27. Mare Island—24 vises—Bidder 13, *\$142.80; 47, \$150.96; 61, \$149.76; 66, \$288; 76, \$146.40; 77, \$157.68; 99, \$143.28; 100, \$142.80; 101, \$179.28; 111, \$153.36; 138, \$172.80.

Class 28. Puget Sound—About 4,000 ft. durable wire plow steel tiller rope—Bidder 45, \$955; 66, \$915; 84, *\$873.

Class 29. Puget Sound—29,000 ft. sugar pine—Bidder 35, \$2,001; 50, \$2,003; 52, \$2,218.50; 66, \$2,159.05; 114, *\$1,779.15; 168, \$1,735.

Class 30. Puget Sound—About 300 lbs. rubber tips for standard mess table leg—Bidder 66, \$420; 71, *\$210; 142, \$297.

Class 31. Puget Sound—14 gross rubber washers—Bidder 47, \$21.70; 49, \$24.50; 66, \$42; 71, *\$7; 76, \$25.90; 84, \$20.30; 142, \$14.

Class 32. Puget Sound—6,600 gals. crude oil—Bidder 66, \$594; 115, *\$171.60; 171, \$246.84.

Class 33. Puget Sound—1 rawhide pinion—Bidder 66, \$60; 71, *\$15.40; 99, \$16.

Class 34. Puget Sound—20 tons molding sand—Bidder 28, \$600; 35, \$258; 66, \$680; 105, *\$195.

Class 35. Puget Sound—17 boxes glass—Bidder 81, *\$107.60.

Class 36. Mare Island—7 electric motors—Bidder 22, \$1,156.50; 30, \$1,045.20; 68, *\$954; 120, \$1,291.50.

Class 37. Puget Sound—2 2-motor electric traveling hoists—Bidder 9, \$2,500; 37, \$1,900; 119, \$2,075; 134, *\$1,760; 169, \$2,066; 187, \$1,612.

SCHEDULE 161.—*Steam Engineering.*

Class 41. Mare Island—A quantity of rivets, tool holders, cutters, taps, vises, brass machine screws, etc.—Bidder 64, *\$316.30.

Class 42. Mare Island—1,000 lbs. bolts and nuts—Bidder 13, \$220; 47, \$192.20; 64, *\$180; 99, \$205.10.

Class 43. Mare Island—1 set of straight lip twist drill cutters and 40 doz. straight shank twist drills—Bidder 47, \$84; 64, \$145; 76, *\$75.60; 95, \$80.66; 100, \$84.60.

Class 44. Mare Island—3 hydraulic jacks—Bidder 13, \$252.50; 28, \$410; 47, \$362.34; 61, \$359.95; 64, \$435; 76, *\$239; 80, \$276.90; 90, \$309.75; 99, \$352.27; 131, \$405.67; 138, \$320; 150, \$381; 169, \$324.

Class 45. Mare Island—600 lbs. fast-cutting

greasy crocus compound—Bidder 28, *\$30; 64, \$45; 101, \$108.

Class 46. Mare Island—20 lbs. carborundum and 10 carborundum wheels—Bidder 64, \$216.50; 76, *\$92.70.

Class 47. Mare Island—10,900 lbs. galvanized sheet steel—Bidder 64, \$501.40; 77, *\$382.50; 131, \$436.

Class 48. Mare Island—2,700 lbs. galvanized sheet steel—Bidder 64, \$132.30; 76, \$112.05; 77, *\$101.79; 131, \$113.40.

Class 49. Mare Island—1,127 lbs. high-speed steel—Bidder 36, *\$732.55; 39, \$912.87; 59, \$702.74; 64, \$822.71.

Class 50. Mare Island—50 tons pig iron—Bidder 61, \$1,679.50; 64, *\$1,450; 90, \$1,750; 163, \$1,425.

Class 51. Mare Island—50 tons pig iron—Bidder 61, \$2,574.50; 64, *\$1,450; 163, \$2,150.

Class 52. Mare Island—612 lbs. flat steel and 20,608 lbs. angle steel—Bidder 13, *\$551.11; 31, \$647.21; 47, \$581.40; 64, \$633.46; 131, \$842.64.

Class 53. Mare Island—12,320 lbs. mild steel—Bidder 31, \$400.40; 47, *\$338.80; 64, \$490.34; 90, \$431.20.

Class 54. Mare Island—14,086 lbs. sheet steel—Bidder 31, \$481.74; 47, \$387.36; 64, \$436.66; 77, *\$391.59; 131, \$478.93.

Class 55. Mare Island—6,606 lbs. mild steel ribbed floor plates—Bidder 64, \$356.72; 90, *\$284.05; 166, \$346.56.

Class 56. Mare Island—1 25-lb. reel Vulcabeston packing—Bidder 64, \$22.50; 85, *\$19.12.

Class 57. Mare Island—Three 20-gal. dipping jars with covers—Bidder 64, \$30; 145, *\$23.55.

Class 58. Mare Island—10 vertical direct acting single piston steam boiler feed pumps—Bidder 18, \$1,050; 42, \$1,145; 46, *\$565; 169, \$920; 186, \$640.90.

SCHEDULE 162.—*Supplies and Accounts.*

Class 61. Mare Island—A large quantity of bolts and nuts, grainer's combs, nails, screws, chains, etc.—Bidder 13, *\$107.50; 131, \$127.72.

Class 62. Mare Island—About 155,000 ft. Oregon pine—Bidder 12, \$3,605; 35, \$3,144.50; 48, *\$3,115; 52, \$3,235; 66, \$3,540; 78, \$3,155; 114, \$3,710.50; 167, \$3,457.50.

Class 63. Mare Island—20,000 ft. white oak—Bidder 10, \$1,890; 35, \$2,198; 52, *\$1,760; 63, \$2,400; 66, \$2,080; 184, \$2,000.

Class 64. Mare Island—3,600 lbs. brass—Bidder 77, \$696.60; 104, \$696.60; 143, \$702; 144, *\$618.12; 170, \$680.40.

Class 65. Mare Island—18,400 lbs. copper—Bidder 27, *\$4,262.60; 74, \$4,430; 77, \$4,262.60; 87, \$4,262.60; 144, \$4,262.60; 170, \$4,262.60.

Class 66. Mare Island—22,500 lbs. iron—Bidder 112, *\$936.

Class 67. Mare Island—100 lbs. packing—Bidder 47, *\$19.80; 61, \$22; 65, \$23.50; 99, \$20; 145, \$44.

Class 68. Mare Island—500 lbs. gum gaskets—Bidder 25, \$485; 47, \$585; 62, \$500; 65, \$545; 76, *\$475; 80, \$1,144; 136, \$632.50.

Class 69. Mare Island—5,000 ft. galvanized iron pipe—Bidder 77, *\$1,359.50.

Class 70. Mare Island—12 doz. brass check valves—Bidder 13, \$189.58; 61, \$183.58; 101, *\$176.50; 169, \$189.54.

†Class 71. Mare Island—22½ gals. interior varnish—Bidder 19, \$450 and \$438.75; 28, \$366.75; 44, \$328.50; 53, \$364.50; 70, \$265.50; 95, \$231.90; 102, \$360; 162, \$342.

Class 72. Mare Island—75 doz. corn brooms—Bidder 40, \$280.50; 82, *\$258.75; 145, \$279; 155, \$292.50; 181, \$281.25.

Class 73. Mare Island—2,500 yds. Irish linen—Bidder 33, \$848.50; 145, \$940; 158, \$827.75; 160, *\$727.50.

Class 74. Puget Sound—50 fire brick and 500 lbs. fire clay—Bidder 14, \$315; 41, *\$10.75; 60, \$200; 145, \$200.

†Class 75. Mare Island—20 cords of oak wood and 4 cords pine kindling—Bidder 66, \$1,980.

*Accepted.

†No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 174.—Bureau of Yards and Docks.**

†Class 81. Pensacola—For the services of a skilled superintendent and all tools necessary for driving, test pumping, and withdrawing from 1 to 5 test wells—Bidder 11, 1 98c, 2 \$2.75, 3 \$20, 4 \$10; 34, 1 50c, 2 \$30, 3 \$47.25, 4 \$7.50; 88, \$2,100 for first 300 feet and \$5 for each additional foot.

SCHEDULE 181.—Bureau of Yards and Docks.

Class 91. Portsmouth—7,000 incandescent lamps—Bidder 38, \$1,245; 54, \$1,105; 68, \$1,245; 83, \$1,105; 98, \$1,105; 110, \$1,105; 123, \$1,105; 135, \$1,105; 146, \$1,245; 161, \$1,105; 177, \$1,105; 179, \$1,105.

Class 92. Boston—250 gals. turbine oil—Bidder 28, \$90; 57, \$97.50; 73, \$77.50; 116, \$100; 124, \$100; 138, \$100; 139, \$60; 172, \$80; 174, \$75; 175, \$47.50; 185, \$66.25.

SCHEDULE 182.—Bureau of Equipment.

Class 101. New York—60 tons Albany molding sand—Bidder 101, \$252; 127, \$240.

Class 102. New York—2 tons carborundum sand—Bidder 28, \$79.20; 32, \$51.60; 61, \$59.72; 90, \$57.98; 127, \$90; 150, \$59.

Class 103. New York—Electric soldering irons and extra points—Bidder 58, \$147.65; 101, \$151.20; 123, \$132.60; 135, \$147.15; 177, \$146.88; 179, \$147.14; 182, \$147.36.

Class 104. New York—500 lbs. white arsenic, 700 lbs. sulphate of copper, and 200 lbs. carbonate of soda—Bidder 81, \$79.90; 150, \$69.75.

Class 105. New York—1 combination machine for iron works—Bidder 42, \$47.50; 101, \$47.40.

Class 106. New York—20 hand sewing machines—Bidder 42, \$484 and \$310; 89, \$270; 101, \$320; 180, \$250.

SCHEDULE 183.—Bureau of Ordnance.

Class 111. Washington—400 ft. chains—Bidder 90, \$20; 96, \$73.60; 112, \$21; 138, 18c. lb.

Class 112. Washington—Hardened and ground steel mandrels—Bidder 29, \$259.98; 56, \$251.56; 76, \$243.18; 90, \$261.96; 95, \$263.44; 99, \$263.44; 100, \$245.95; 101, \$282.10; 119, \$263.45; 133, \$262.63; 138, \$243.18; 140, \$263.45; 141, \$269.87; 153, \$240.75.

Class 113. Washington—Steel set screws—Bidder 76, \$23.60; 90, \$14.30; 100, \$16.25.

Class 114. Washington—W. & B. wrenches and B. & S. cutters—Bidder 29, \$157.50; 58, \$137.44; 76, \$134.34; 100, \$137; 101, \$205.30; 138, \$142.58; 140, \$135.60.

Class 115. Washington—4,900 ft. leather belting—Bidder 7, \$1,552; 28, \$2,192.65; 29, \$1,207.50; 56, \$1,374.50; 67, \$1,206; 75, \$1,163; 76, \$1,189.80; 79, \$1,055, part of class; 94, \$1,073; 98, \$1,229.25; 99, \$1,280.22; 141, \$1,189.73; 147, \$1,327.59.

Class 116. Washington—80,000 ft. white ash—Bidder 8, \$4,000; 10, \$4,520; 52, \$4,080; 69, \$4,111.20; 148, \$4,200; 151, \$4,400; 183, \$4,240.

Class 117. Washington—17,520 lbs. nickel steel bars—Bidder 23, \$1,138.80; 36, \$1,226.40; 39, \$823.44; 90, \$1,252.68; 113, \$1,392.84.

Class 118. Washington—798 lbs. ring forgings—Bidder 23, \$598.50; 36, \$518.70; 113, \$598.50.

SCHEDULE 184.—Bureau of Construction and Repair.

Class 121. Boston—18,000 lbs. galvanized wrought iron ship spikes—Bidder 16, \$653.40; 58, \$720; 61, \$658.80; 138, \$648.40; 149, \$546.48.

Class 122. Boston—2,000 lbs. crane chain—Bidder 16, \$156.76; 55, \$132.73; 58, \$126.25; 61, \$166.25; 90, \$140.75; 96, \$141.70; 99, \$174.74; 100, \$110; 101, \$167.50; 112, \$151.87; 118, \$107.76; 138, \$120.50.

Class 123. New York—Machine screws—Bidder 21, \$320.50; 58, \$224.50; 76, \$242.90; 101, \$440; 140, \$228; 150, \$287.70; 166, \$242.

Class 124. New York—Carborundum wheels—Bidder 28, \$217.86; 32, \$93.15, part of class; 61,

\$175.17; 76, \$192.30; 100, \$227.20; 101, \$210; 117, \$161.85.

Class 125. New York—10 doz. oilers and 3 doz. twist drills—Bidder 76, \$15.95; 99, \$31.42; 100, \$18.35; 101, \$17.17; 138, \$25.45.

Class 126. New York—150 white oak boat knees—Bidder 52, \$1,350; 69, \$1,390; 91, \$1,312; 128, \$1,500; 151, \$1,775; 178, \$1,087.50.

Class 127. Boston—8,000 lbs. marine ship glue—Bidder 16, \$991; 24, \$760; 28, \$800; 60, \$767.20; 106, \$800; 152, \$760.

Class 128. New York—150 lbs. rough brass—Bidder 28, \$19.80; 100, \$18; 101, \$36.

Class 129. Boston—2 complete sets diving apparatus—Bidder 109, \$2,088; 159, \$2,120.

SCHEDULE 185.—Bureau of Supplies and Accounts.

Class 131. New York—3,000 ft. white cedar—Bidder 52, \$2,100; 69, \$4,485; 86, \$2,502; 91, \$2,248.50.

Class 132. New York—13,000 ft. white oak No. 1—Bidder 8, \$702.50; 10, \$742.50; 52, \$736; 92, \$709; 121, \$705; 128, \$910; 178, \$803; 183, \$835; 188, \$830.

Class 133. New York—25,000 ft. spruce—Bidder 52, \$825; 188, \$1,225.

Class 134. New York—23,000 ft. yellow poplar—Bidder 52, \$1,175; 69, \$1,249.35; 92, \$1,149; 151, \$1,145; 183, \$1,210; 188, \$1,322.

Class 135. New York—65,000 ft. white pine—Bidder 8, \$5,785; 52, \$4,745.63; 69, \$6,774; 94, \$5,835; 183, \$7,300; 188, \$5,545.

Class 136. New York—10,000 ft. yellow pine—Bidder 52, \$450.

Class 137. Washington—500 gals. japan dryer—Bidder 28, \$184; 72, \$520; 97, \$470; 102, \$485; 103, \$377.50; 162, \$472.50.

Class 138. Washington—1,000 gals. lard oil—Bidder 3, \$745.20; 57, \$840; 107, \$750; 122, \$606; 130, \$729; 138, \$690; 185, \$688.90.

Class 139. Washington—3,000 gals. paraffin oil—Bidder 57, \$210; 138, \$300; 157, \$193.20; 172, \$225.

Class 140. Washington—1,000 lbs. white chalk—Bidder 28, \$19.90; 81, \$10.80; 99, \$10.90; 150, \$7.40.

Class 141. Washington—50 doz. corn brooms—Bidder 4, \$142.50; 61, \$155; 93, \$137; 101, \$172.

Class 142. Washington—10 rms. crocus cloth and 40 rms. emery cloth—Bidder 3, \$476; 6, \$476; 20, \$442.50; 28, \$510; 61, \$445.80; 76, \$428.40; 99, \$456.90; 100, \$475; 150, \$487; 173, \$474.50.

Class 143. Washington—3,000 cakes soap—Bidder 17, \$97.50; 173, \$100.

Class 144. New York—Metal file cases and cards—Bidder 1, \$433.92; 176, \$488.

Class 145. Annapolis—50 iron or steel tables—Bidder 1, \$500; 101, \$720; 165, \$537.20; 176, \$512.

OPENED NOVEMBER 7, 1906.

Bidder 1. Allen Bros. Tobacco Co., Lynchburg, Va.

2. Butler & Boshier Co., Richmond, Va.

3. R. A. Patterson Tobacco Co., Richmond, Va.

4. Rucker & Witten Tobacco Co., Richmond, Va.

5. Larus Bros. Co., Richmond, Va.

6. United States Tobacco Co., Richmond, Va.

7. Manhattan Supply Co., 127 Franklin street, New York.

8. American Machinery and Supply Co., 316 N. Holliday street, Baltimore, Md.

9. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

10. Anger Baking Co., 77 Bowery, New York.

11. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

12. American Steel and Wire Co., 24 State street, New York.

13. Armour & Co., 205 La Salle street, Chicago, Ill.

14. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

15. John Brown & Sons, 722 E. Pratt street, Baltimore, Md.

16. Bernstein Manufacturing Co., 3d street and Allegheny avenue, Philadelphia, Pa.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

17. Brown Hoisting Machinery Co., 26 Cortlandt street, New York.
18. William T. Bonnes Co., 246 Summer street, Boston, Mass.
19. F. S. Banks & Co., 90 Wall street, New York.
20. Baird Machinery Co., 125 Water street, Pittsburg, Pa.
21. Herman Baker & Co., 101 Duane street, New York.
22. Brown & Sharpe Manufacturing Co., Providence, R. I.
23. Becker Brainard Milling Machine Co., Hyde Park, Mass.
24. Parker Asphalt Pavement Co., Land Title Building, Philadelphia, Pa.
25. Boston Woven Hose and Rubber Co., Cambridge, Mass.
26. Clement Restein & Co., 137 N. 2d street, Philadelphia, Pa.
27. Crucible Steel Co. of America, P. O. Box 75, Pittsburg, Pa.
28. William W. Clarke & Son, Baltimore, Md.
29. James Clendenin, P. O. box 1002, Baltimore, Md.
30. R. B. Corey, 26 Cortlandt street, New York.
31. Cudahy Packing Co., South Omaha, Nebr.
32. Coggins & Owens, 102 N. Frederick street, Baltimore, Md.
33. J. B. Clow & Son, 342 Franklin street, Chicago, Ill.
34. Clark & Co., Bedford City, Va.
35. Carborundum Co., Niagara Falls, N. Y.
36. Drew Machinery Agency, Manchester, N. H.
37. Arthur L. De Groff, 386 Washington street, New York.
38. Frank S. De Ronde Co., 46 Cliff street, New York.
39. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
40. Expanded Metal Engineering Co., 256 Broadway, New York.
41. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
42. Charles Engelhard, 41 Cortlandt street, New York.
43. Fairbanks Co., 416 Broome street, New York.
44. Fiske Bros. Refining Co., 16 Old Slip, New York.
45. Frye Phipps & Co., 25 Pearl street, Boston, Mass.
46. Graton & Knight Manufacturing Co., Worcester, Mass.
47. Grand Rapids Furniture Co., Grand Rapids, Mich.
48. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
49. General Electric Co., Schenectady, N. Y.
50. General Fireproofing Co., Youngstown, Ohio.
51. William D. Gill & Son, 701 President street, Baltimore, Md.
52. R. W. Geldart, 2 Stone street, New York.
53. Handlan Buck Manufacturing Co., 216 N. 3d street, St. Louis, Mo.
54. Hayward Bros. & Wakefield Co., 1010 Race street, Philadelphia, Pa.
55. Hohmann & Maurer Manufacturing Co., 85 Chambers street, New York.
56. A. L. Hirsh, 308 Greenwich street, New York.
57. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
58. H. W. Johns-Manville Co., 100 William street, New York.
59. Jenkins Manufacturing Co., 13 Park Row, New York.
60. Jenkins Bros., 71 John street, New York; informal, no guaranty.
61. Jacob Dold Packing Co., 745 William street, Buffalo, N. Y.
62. Janney Steinmetz & Co., 4th and Market streets, Philadelphia, Pa.
63. Keasbey & Mattison Co., Ambler, Pa.
64. Kennedy Valve Manufacturing Co., 57 Beekman street, New York.
65. George W. Knowlton, 88 Broad street, Boston, Mass.
66. J. B. Kendall, Washington, D. C.
67. E. F. Keating Co., 452 Water street, New York.
68. Kny, Scheerer Co., 225 4th avenue, New York.
69. Edward Kessling, 111 Nassau street, New York.
70. J. H. Leonard & Co., 15 Park Row, New York.
71. Loeb Bros. Leather Belting Co., 31 Ferry street, New York.
72. Theodore Linington, jr., 56 Hudson street, New York.
73. John Lucas & Co., 322 Race street, Philadelphia, Pa.
74. F. H. Lovell & Co., Arlington, N. J.
75. Manning, Maxwell & Moore, 85 Liberty street, New York.
76. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
77. Montgomery & Co., 105 Fulton street, New York.
78. R. H. Macy & Co., Broadway and 34th street, New York.
79. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
80. W. B. Moses & Sons, Washington, D. C.
81. Metal Stamping Co., 468 West Broadway, New York.
82. Andrew J. Morse & Son, 221 High street, Boston, Mass.
83. J. Gibson Melvain & Co., Philadelphia, Pa.
84. Massachusetts Chemical Co., Walpole, Mass.
85. McCambridge & Co., Ltd., 525 Cherry street, New York.
86. C. S. Mersick & Co., New Haven, Conn.
87. Nelson Morris & Co., Chicago, Ill.
88. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
89. National Electric Supply Co., Washington, D. C.
90. National Carbon Co., Cleveland, Ohio.
91. Norton Emery Wheel Co., Worcester, Mass.
92. Nathan Manufacturing Co., 92 Liberty street, New York.
93. New York Boat Oar Co., 60 West street, New York.
94. Porter Co., 90 Water street, New York.
95. Penn Metal Ceiling and Roofing Co., 650 Atlantic avenue, Boston, Mass.
96. Porter & Moore Co., Norfolk, Va.
97. Pratt & Whitney Co., Hartford, Conn.
98. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
99. S. M. Price Machinery Co., Norfolk, Va.
100. G. D. Phillips, P. O. box 93, Trenton, N. J.
101. Philip Carey Manufacturing Co., 114 Liberty street, New York.
102. Pratt & Whitney Co., 111 Broadway, New York.
103. Poole & Macy, 191 Front street, New York.
104. Philadelphia General Supply Co., Washington, D. C.
105. Queen & Co. (Inc.), 1010 Chestnut street, Philadelphia, Pa.
106. Wm. S. Ryan, 60 N. Moore street, New York.
107. Republic Rubber Co., 47 Warren street, New York.
108. Henry Raphael, 160 Duane street, New York.
109. Rudolph & West Co., Washington, D. C.
110. Rider & Cotton, Portsmouth, N. H.
111. John B. Roache, 350 Fulton street, New York.
112. Spinny-Wise Co., Lynn, Mass.
113. Fred A. Schmidt, Washington, D. C.
114. Smith-Courtney Co., Richmond, Va.
115. J. Jacob Shannon & Co., 1744 Market street, Philadelphia, Pa.
116. Thomas Somerville & Sons, Washington, D. C.
117. Schwarzschild & Sulzberger Co., 45th street and First avenue, New York.
118. James K. Shaw, 25 Duane street, New York.
119. Siegel-Cooper Co., Sixth avenue and 18th street, New York.

Schedule of proposals for naval supplies—Continued.

120. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
 121. Standard Underground Cable Co., Pittsburg, Pa.
 122. Schernling, Daly & Sales, 302 Broadway, New York.
 123. V. Savarese & Bros., 46 Irving street, Brooklyn, N. Y.
 124. H. C. Swain & Co., 39 Beaver street, New York.
 125. A. Schrader's Son, Inc., 32 Rose street, New York.
 126. Safety Armorite Conduit Co., Pittsburg, Pa.
 127. A. G. Spalding & Bros., 126 Nassau street, New York.
 128. Walter B. Timms, 61 Hudson street, New York.
 129. Charles J. Tagliabue Manufacturing Co., 53 Fulton street, New York.
 130. Warren Chemical and Manufacturing Co., 17 Battery place, New York.
 131. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 132. J. B. Van Seiver Co., Camden, N. J.
 133. Vermilye & Power, 17 Battery place, New York.
 134. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 135. John D. Westbrook, Norfolk, Va.
 136. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 137. F. P. Wilkinson, 90 West Broadway, New York.
 138. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 139. Western Electric Co., 463 West street, New York.
 140. Central Metal and Supply Co., 609 East Lombard street, Baltimore, Md.
 141. R. P. Clarke Co., Washington, D. C.
 142. Hartford Rubber Works Co., Hartford, Conn.

SCHEDULE 175.—Bureau of Yards and Docks.

- †Class 1. 120 bbls. quicklime and 75 bu. hair—Bidder 28, \$296.25.
 Class 2. 40 rolls ruberoid roofing—Bidder 7, \$396; 24, \$206.40; 28, \$240; 38, \$250; 130, \$218.40; 133, \$270.
 Class 3. 3,300 ft. molding—Bidder 41, \$352.
 †Class 4. 40 windows and frames, 36 doors and frames, and 16 doors and frames—Bidder 41, \$1,092.
 Class 5. 16 screen doors and 40 window screens—Bidder 7, \$416; 41, \$824; 47, \$316; 137, \$239.26.
 Class 6. 26,240 ft. rough yellow pine and 31,000 ft. dressed yellow pine—Bidder 11, \$31,996.84; 41, \$2,367.10; 138, \$2,432.70.
 †Class 7. 2,500 sq. yds. metal lath.—Bidder 17, \$1,904; 28, \$825; 40, \$500; 50, \$412.50; 95, \$425; 133, \$550.
 Class 8. Mortise locks, door catches, hooks, etc.—Bidder 7, \$2138.45; 45, \$175.45; 111, \$213.55.
 Class 9. 2,700 lbs. galvanized-iron nails—Bidder 29, \$101.23; 75, \$102.00; 111, \$110.97.
 Class 10. 400 ft. sewer pipe with elbows and tees—Bidder 28, \$49.00.
 †Class 11. Tees, elbows, unions, bibbs, valves, lavatories, baths, and other plumbing fixtures—Bidder 59, \$410.07; 85, \$537.58.

SCHEDULE 176.—Tobacco.

- Class 21. 150,000 lbs. tobacco—Bidder 1, sample 1, 32½c; 2, 34c; 3, 36c. Bidder 2, sample A1, 33c; B2, 33½c; C3, 34c; D4, 34½c. Bidder 3, sample W, 37½c; X, 38c; Y, 38½c; Z, 39c. Bidder 4, sample AB, 34c; CD, 34c; EF, 34½c; GH, 34½c. Bidder 5, sample R, 34c; E, 34½c; A, 37½c; L, 38c. Bidder 6, sample A, 35c; B, 36c; C, 37c; D, 38c. Bidder 7, sample 1, 38c; 2, 36c; 3, 34c; 4, 31c. Bidder 34, sample 1, 39c; 2, 37½c; 3, 40c.

*Accepted.

SCHEDULE 180.—Yards and Docks.

- Class 31. Norfolk—6,600 ft. black iron pipe—Bidder 7, \$585; 43, \$543.60; 67, \$624; 96, \$608.94; 135, \$584.40.
 Class 32. Norfolk—Return bends, reducing keys and couplings—Bidder 7, \$374.76; 67, \$79.30; 96, \$98.10; 135, \$92.01.
 Class 33. Norfolk—18 gate valves. Bidder 7, \$43.20; 43, \$39.30; 64, \$35.40; 67, \$39; 96, \$48; 135, \$45.30.

SCHEDULE 190.—Equipment.

- Class 41. New York—20,960 ft. enameled conduit—Bidder 30, \$2,470.01; 126, \$2,505.46; 136, \$2,520.59; 139, \$3,202.50.
 Class 42. New York—500 prs. genuine gonda prisms—Bidder 14, \$127.50; 89, \$116.75; 91, \$77.50; 136, \$137.50; 139, \$117.50.
 Class 43. New York—24 sets stencil letters and figures—Bidder 7, \$14.40; 52, \$12.96.
 Class 44. New York—300 baseball belts, 300 prs. baseball stockings, 300 prs. football stockings, 600 baseballs, 72 basemen's mits, 144 infielders' gloves, 48 catchers' protectors—Bidder 78, \$2,304.15; 122, units; 127, \$1,845.
 Class 45. New York—50 night signal lanterns—Bidder 52, \$518.75; 74, \$522.50; 94, \$622.50.

SCHEDULE 191.—Construction and Repair.

- Class 151. Boston—1 electric motor—Bidder 49, \$1,715.
 Class 52. New York—1,100 lbs. magnet wire—Bidder 49, \$457; 89, \$362; 101, \$704; 139, \$342.
 Class 53. New York—2,000 ft. rubber and lead covered cable—Bidder 12, \$2,600; 49, \$2,800; 121, \$2,378; 139, \$2,700.
 Class 54. New York—100 lbs. soapstone and 1,000 flush pocket receptacles—Bidder 139, \$135.50.
 Class 55. New York—500 lbs. Grimshaw tape—Bidder 25, \$180; 84, \$115; 89, \$285; 139, \$295.
 Class 56. New York—300 inclosed fuses—Bidder 49, \$51.50; 89, \$116.00; 139, \$55.50.
 Class 57. New York—36 fuse blocks and 300 link fuses—Bidder 49, \$72.50; 58, \$75.63; 89, \$64.83; 139, \$82.60.
 Class 58. League Island—6 stools and 100 chairs—Bidder 54, \$1,821; 80, \$1,857.42; 119, \$1,802.14; 124, \$2,000.59; 132, \$1,913.38.
 Class 59. League Island—1 instrument stand, 1 surgeons' stool, and 6 hospital chairs—Bidder 7, \$103.50; 16, \$83.19; 68, \$98.70; 120, \$105.
 Class 60. League Island—State room crockery—Bidder 59, \$158.30; 118, \$148.95.
 Class 61. League Island—43 mirrors—Bidder 59, \$408.50; 118, \$327.90.
 Class 62. League Island—176 nickel-plated towel racks—Bidder 59, \$359.04; 81, \$352; 118, \$341.44.
 Class 63. New York—32 sets rings and catches for stateroom crockery—Bidder 16, \$639; 59, \$283.43; 111, \$417.90; 118, \$281.40.
 Class 64. League Island—Holders for soap dishes, sponges, brush cups, tumblers, etc.—Bidder 45, \$231.69; 59, \$258.58; 81, \$229.50; 118, \$274.20.
 Class 65. League Island—1 charcoal furnace, 5 pumps, 2 furnaces, 2 copper pumps, and 2 plumbers' force pumps—Bidder 7, \$54.30; 43, \$55.05; 77, \$53.70.
 Class 66. League Island—3 ratchet drills—Bidder 43, \$91.95; 45, \$89.85; 77, \$90.
 Class 67. League Island—3 copper kettles and 3 iron kettles—Bidder 7, \$28.50; 45, \$26.50; 77, \$21.60.
 Class 68. League Island—24 oilers' sets—Bidder 7, \$249.60; 43, \$150; 53, \$120; 75, \$208.80; 77, \$204; 94, \$204; 111, \$204.
 Class 69. League Island—Miscellaneous hardware—Bidder 7, \$79.75; 43, \$80.82; 45, \$77.55; 77, \$61.15.
 Class 70. New York—18 monkey wrenches—Bidder 45, \$10.15; 52, \$12.49; 62, \$11.16; 75, \$11.94.
 Class 71. New York—6 sets twist drills—Bidder 7, \$14.40; 45, \$11.70; 53, \$12; 70, \$11.94.
 Class 72. New York—2 parallel bench vices and 3 hand vices—Bidder 7, \$16.05; 45, \$14.50.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 73. New York—60 lbs. nuts—Bidder 45, *\$24; 77, \$48.

Class 74. New York—175 lbs. phosphor bronze wire—Bidder 7, \$122; 29, \$78.80; 52, \$75.25; 53, \$87.67; 57, *\$63.46; 75, \$70.50; 76, \$89.24; 77, \$77; 139, \$75.

Class 75. New York—125 lbs. phosphor bronze strip—Bidder 7, \$67.50; 29, \$65.59; 52, \$64.25; 53, \$70; 57, \$61.25; 75, *\$60; 76, \$67.19; 139, \$68.75.

Class 76. New York—80 lbs. steel music wire—Bidder 7, \$43.20; 28, \$44; 75, \$45.60; 76, *\$32; 77, \$36; 139, \$48.

Class 77. New York—1 set expanding mandrels—Bidder 36, \$88; 75, *\$127.30.

Class 78. New York—6 taper reamers—Bidder 36, \$130.37; 45, \$112.84; 53, *\$80.40; 77, \$114.40; 102, \$118.55; 109, \$100.04.

Class 79. League Island—1,000 lbs. copper wire nails—Bidder 28, \$230; 29, \$240; 57, *\$213.50.

Class 80. League Island—6 sets diving apparatus—Bidder 82, \$6,540; 125, *\$6,360.

Class 81. Norfolk—1 pyrometer—Bidder 7, \$440; 42, *\$355; 80, \$390; 105, \$355.

Class 82. New York—24 testing thermometers—Bidder 7, \$17.76; 52, \$17.76; 55, \$12; 69, \$18; 75, \$17.28; 77, \$26.40; 105, \$18.84; 111, \$17.10; 129, *\$15.

Class 83. New York—120 lbs. German silver strip—Bidder 52, \$58.50; 75, *\$53.55.

Class 84. New York—108 lbs. Stubbs steel drill rods—Bidder 27, \$21.60; 53, *\$17.28; 77, \$59.40.

Class 85. New York—30 lbs. spring wire and 20 emery wheels—Bidder 77, *\$57.90.

Class 86. New York—48 lbs. hard rubber rods—Bidder 7, \$40.32; 19, \$35.04; 52, \$34.04; 89, \$38.40; 100, *\$33.60; 112, \$35.76; 134, \$46.10.

Class 87. New York—649 lbs. hard rubber sheets—Bidder 7, \$545.16; 19, \$485.90; 52, \$486.55; 89, \$519.20; 94, \$610.06; 100, \$462.58; 112, \$564.83; 134, *\$421.85.

Class 88. League Island—144 ft. suction hose and 9 strainers—Bidder 26, *\$298.80; 48, \$481.50; 151, \$506.52; 134, \$450.

Class 89. League Island—21,000 ft. white ash—Bidder 11, \$1,153; 39, \$1,091; 41, \$1,140; 51, \$1,241.50; 83, \$1,082.50; 131, \$1,132; 138, *\$1,082.

Class 90. New York—20 gals. No. 2 P. & B. electrical compound paint—Bidder 7, \$28.80; 28, \$30; 38, \$23; 89, \$24.80; 111, \$29.40; 120, *\$22.70; 139, \$24.

Class 91. League Island—400 white ash oars—Bidder 93, *\$716.

Class 92. New York—1,500 yds. cotton sleeving—Bidder 78, *\$14.39.

SCHEDULE 192.—*Ordnance.*

Class 101. Washington—Shell reamers and twist drills—Bidder 7, \$2,496.57; 20, \$2,068.75, part; 22, units, part; 32, \$2,091.98; 43, \$2,125.59; 70, \$2,146.08; 77, *\$2,121.58; 86, \$2,127.53; 104, \$2,146.08; 109, \$2,097.25.

Class 102. Washington—Corundum wheels, alundum wheels, India oilstone, flange wheels, dish wheels, emery wheels and grinders—Bidder 20, \$1,235.21, part; 70, *\$1,131.48; 75, \$1,309.57; 91, \$1,454.24; 115, \$1,370.71.

Class 103. Washington—280 carborundum wheels and 120 carborundum stones—Bidder 7, \$203.52; 20, \$179.76, part; 35, \$212.04; 52, *\$185.76; 75, \$210.70; 91, \$134.52, part; 114, \$235.20.

Class 104. Washington—Dies and taps—Bidder 7, *\$40.39; 43, \$44.37; 66, \$43; 75, \$43.41; 104, \$44.83; 109, \$44.90.

Class 105. Washington—Dies and reamers—Bidder 22, units; 52, \$442.37; 97, *\$478.63.

Class 106. Washington—Milling cutters—Bidder 7, \$603.78; 20, \$61.26, part; 21, \$502.50, part; 22, \$671.35; 23, \$630.45; 32, \$603.84; 43, \$633.73; 52, \$671.25; 70, \$611.80; 77, \$699.58; 86, \$703.17; 97, *\$509.55; 109, \$703.15.

Class 107. Washington—Reamers and cutters—Bidder 7, \$309.70; 20, \$211.33; 22, \$364.48; 23, \$358; 32, *\$327.40; 43, \$370.26; 52, \$371.30; 70, \$355.10; 77, \$341.32; 86, \$371.44; 109, \$371.48.

Class 108. Washington—6,000 lbs. wire nails—Bidder 29, *\$132; 52, \$142.40; 66, \$141; 75, \$154.60; 109, \$137.40; 111, \$158.

Class 109. Washington—15 little giant chucks—Bidder 7, \$93.60; 8, \$97.20; 20, \$84.45; 28, *\$61.50; 43, \$99; 66, \$88.05; 75, \$81; 77, \$78.60; 99, \$84.75; 114, \$88.68.

Class 110. Washington—90 Armstrong tool holders—Bidder 7, \$150.60; 8, \$140.10; 20, \$141; 32, \$138.48; 36, \$153.60; 43, \$142.50; 52, \$141.90; 66, \$149.10; 75, \$137.70; 77, *\$137.46; 99, \$138.42; 109, \$141.90; 114, \$159.

Class 111. Washington—Combination lathe chucks—Bidder 7, \$108; 8, \$115.20; 20, \$100; 36, \$106.80; 43, \$106.50; 66, \$105.60; 75, \$96; 77, *\$95.70; 99, \$101.10; 114, \$105.18.

Class 112. Washington—15 doz. lathe dogs and 18 clamp dogs—Bidder 7, \$79.40; 20, *\$66.22; 32, \$80.20; 36, \$74.10; 43, \$90.18; 52, \$68.95; 66, \$77.88; 77, \$75.45; 114, \$101.22.

Class 113. Washington—1 gross zinc oilers—Bidder 94, *\$27.36.

Class 114. Washington—Pipe wrenches, tinnern's snips and planer jacks—Bidder 20, \$21.95; 77, \$25.80.

Class 115. Washington—12 holderon springs—Bidder 52, *\$5.40.

Class 116. Washington—2 No. 44 iron workers' solid jaw vises—Bidder 7, \$25.40; 20, \$24; 66, \$26.40; 75, *\$20.98; 77, \$27.

Class 117. Washington—5,500 ft. double belting and 3,500 ft. single belting—Bidder 7, \$2,945; 20, \$2,855; 32, *\$2,215; 43, \$2,826.25; 46, \$2,616.50; 71, \$2,352.50; 75, \$2,659.56; 89, \$2,965; 114, \$3,932.50.

Class 118. Washington—15,000 ft. rawhide belt lacing—Bidder 7, \$167.50; 20, \$157.50; 32, *\$150; 43, \$167.50; 46, \$185.25; 89, \$162.50.

Class 119. Washington—1 gross double dust brushes—Bidder 7, \$108; 66, *\$50; 77, \$81; 141, \$64.80.

Class 120. Washington—200 lbs. 25-lb. buckets—Bidder 7, \$31.40; 14, \$30.78; 28, \$32; 66, \$30.50; 73, \$34; 109, *\$30; 120, \$31.80.

SCHEDULE 193.—*Steam Engineering.*

Class 121. Portsmouth—Blocks, wood screws, oil cans, funnels, tallow, paint pots, wire gauze, key rings, tacks, burners, bunker lamps, etc.—Bidder 7, \$283.60; 45, *\$226.59; 77, \$251.84; 111, \$325.01.

Class 122. Portsmouth—Taps and dies—Bidder 45, \$82.40; 53, *\$31.75; 77, \$83; 110, \$78.45.

Class 123. Portsmouth—Reamers—Bidder 45, \$87.50; 53, \$82; 75, *\$70.91; 77, \$78; 86, \$106.18; 109, \$77.91; 110, \$177.91.

Class 124. Portsmouth—6 Morse twist drills—Bidder 7, \$38.95; 45, *\$33.83; 53, \$37.90; 75, \$63.76; 86, \$63.76; 109, \$63.76; 110, \$63.76.

Class 125. Portsmouth—3 pulleys—Bidder 8, \$33.04; 28, \$37.50; 43, \$29.25; 53, *\$25.70; 75, \$41.25; 111, \$35.95.

Class 126. Portsmouth—Morse sleeves for sockets and 11 chocking sockets—Bidder 7, \$31.10; 45, \$28.10; 53, \$24.62; 70, *\$24.47; 75, \$31.11; 77, \$27.75; 86, \$31.11; 109, \$31.11; 110, \$30.91.

Class 127. Portsmouth—6 brushes, tube steel wire—Bidder 7, \$11.70; 45, \$11.10; 75, *\$3.90.

†Class 128. Portsmouth—2 tube cleaners and 1 expander—No bids.

Class 129. Portsmouth—6 globe lanterns, 12 extra globes, 1 cutter for boiler tubes, and 10 ft. cable chain—Bidder 94, *\$65.90.

Class 130. Portsmouth—16 hydrometers—Bidder 7, \$27.60; 45, *\$25; 52, \$25.72; 55, \$26.20; 77, \$66.60; 105, \$25.48; 111, \$28.20; 120, \$26; 129, informal.

Class 131. Portsmouth—1 planometer—Bidder 75, *\$24; 105, \$29.50; 110, \$28; 111, \$24.40; 113, \$32.

Class 132. Portsmouth—32 thermometers—Bidder 7, \$27.18; 45, \$30.70; 52, \$25.68; 55, \$33.60; 69, \$25.70; 75, *\$24.10; 77, \$33.40; 105, \$24.10; 111, \$26.10; 120, \$30.20; 129, \$24.19.

†Class 133. Portsmouth—Draftsmen's implements—No bids.

Class 134. Bidder 7, *\$119.40.

†Class 135. Portsmouth—Bar iron and Muntz metal—No bids.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 136. Portsmouth—90 ft. hose—Bidder 65, \$77.80; 88, \$74.50; 98, \$75; 134, \$95.50; 142, *\$60.50.

Class 137. Portsmouth—23 lbs. packing—Bidder 58, \$12.36; 65, \$16.40; 67, *\$11.75.

Class 138. Portsmouth—20 lbs. unvulcanized packing—Bidder 58, \$15; 65, \$14; 67, \$10; 98, \$12; 142, *\$10.

Class 139. Portsmouth—10 lbs. hemp packing and 45 lbs. Tuck's packing—Bidder 58, *\$15.50; 67, \$17.75; 98, \$30; 142, \$22.00.

Class 140. Portsmouth—40 lbs. asbestos packing—Bidder 58, *\$22; 65, \$28; 67, \$43.50.

Class 141. Portsmouth—42 lbs. spiral packing—Bidder 65, \$33.60; 67, \$37.80; 88, *\$28; 98, \$30.70; 34, \$42; 142, \$30.

Class 142. Portsmouth—Hose cocks, nozzle pipes, clamps, registers, strainers, faucets, bushings, caps, couplings, etc.—Bidder 67, \$95.14; 79, \$97.89.

Class 143. Portsmouth—3 engine indicators—Bidder 75, *\$165; 77, \$225; 105, \$284.

Class 144. Portsmouth—8½ doz. best Scotch gage glasses—Bidder 18, \$10.70; 67, *\$6.65; 75, \$9.50; 77, \$7.50; 105, \$14.95.

Class 145. Portsmouth—2 water gages—Bidder 7, \$32.80; 18, \$31.20; 52, \$34.78; 75, *\$31; 92, \$31.60.

Class 146. Portsmouth—12 springs for safety valves and 6 nipples—Bidder 67, *\$140.96; 79, \$157.90.

†Class 147. Portsmouth—1 handy billy pump—No bids.

Class 148. Portsmouth—2 steel door mats, 4 manila mats, and 4 rubber mats—Bidder 7, \$37; 77, *\$32; 111, \$34.80.

SCHEDULE 194.—*Secretary's Office.*

Class 151. Annapolis—200 bolts, 200 lag screws, and 1,400 ft. iron—Bidder 7, \$140.24; 15, \$97.65; 77, \$124.08; 140, *\$95.54.

Class 152. Annapolis—1,600 ft. magnesia pipe covering—Bidder 9, \$640; 28, \$544; 58, \$576.72; 63, *\$528; 99, \$533.33; 116, \$581.33.

Class 153. Annapolis—100 lbs. rod packing—Bidder 7, \$107; 15, \$70; 58, *\$45; 67, \$115; 116, \$99.

Class 154. Annapolis—100 lbs. sheet packing—Bidder 7, \$64.50; 8, \$25.88; 15, \$50; 58, *\$38; 67, \$60; 98, \$55; 99, \$47.50; 116, \$50.

Class 155. Annapolis—150 lbs. Kearsarge packing—Bidder 7, \$108.60; 15, \$97.50; 58, \$97.50; 67, *\$88.50; 116, \$106.50.

Class 156. Annapolis—50 lbs. vulcabeston packing—Bidder 7, \$43.50; 8, *\$21; 15, \$37.50; 43, \$39; 58, \$38.25; 67, \$37.50; 116, \$43.50.

Class 157. Annapolis—143,739 lbs. wrought-iron pipe—Bidder 7, \$4,455.90; 36, \$3,924.07; 43, \$4,312.17; 67, *\$3,780.33; 116, \$3,992.78.

Class 158. Annapolis—33 expansion joints—Bidder 7, \$1,330.65; 33, \$1,174.96; 53, *\$774.15; 67, \$978.50; 116, \$1,632.

Class 159. Annapolis—Ells, tees, and bushings—Bidder 7, *\$119.99; 15, \$143.22; 33, \$129.09; 43, \$139.11; 67, \$132.09; 116, \$136.41; 40, \$126.91.

Class 160. Annapolis—8 gate valves—Bidder 36, \$302 and \$237; 43, \$262; 64, \$230; 67, *\$136.50; 70, \$480.

Class 161. Annapolis—32 gate valves—Bidder 7, \$175.20; 15, *\$124.45; 33, \$441.81; 36, \$272.75 and \$222.25; 43, \$251.25; 53, \$145.20; 64, \$182.80; 67, \$134.75; 70, \$280.60.

Class 162. Annapolis—2 Jenkin's angle valves—Bidder 7, \$46.80; 8, \$47.96; 43, *\$31; 52, \$44.98; 67, \$85.60; 70, \$68; 116, \$43.80; 140, \$43.

Class 163. Annapolis—2 vacuum gages—Bidder 8, \$20.64; 33, \$15.70; 67, \$17; 77, *\$16; 99, \$18.50; 116, \$21.50.

Class 164. Annapolis—150 gals. lard oil—Bidder 13, \$112.50; 28, \$103.50; 44, \$112.50; 56, \$104.85; 103, \$107.70; 120, *\$90.75.

SCHEDULE 195.—*Supplies and Accounts.*

Class 171. New York—100,000 lbs. macaroni—Bidder 10, \$5,950; 123, *\$5,900; 128, \$6,200.

*Accepted.

Class 172. New York—50,000 lbs. prunes—Bidder 7, \$3,715; 37, \$3,095; 72, *\$3,685; 128, \$3,740.

Class 173. New York—60,000 lbs. evaporated apples—Bidder 37, *\$6,180; 128, \$7,062.

Class 174. New York—60,000 lbs. evaporated peaches—Bidder 37, \$6,720; 106, *\$6,582.

Class 175. New York—120,000 lbs. tinned lard—Bidder 31, *\$11,268; 61, \$11,376; 87, \$11,388; 108, \$11,370; 117, \$11,436.

OPENED NOVEMBER 14, 1906.

Bidder 1. American Steel and Wire Co., 24 State street, New York.

2. Armour & Co., 205 La Salle street, Chicago, Ill.

3. American Mason Safety Tread Co., 40 Water street, Boston, Mass.

4. Aldon Co., 1103 Monadnock Block, Chicago, Ill.

5. American Tube Works, 95 Broad street, Boston, Mass.

6. Ansonia Brass and Copper Co., 99 John street, New York.

7. American Lumber and Manufacturing Co., Pittsburg, Pa.

8. Ajax Metal Co., Inc., 467 Richmond street Philadelphia, Pa.

9. American Woodworking Machinery Co., 136 Liberty street, New York.

10. Ammon & Mackel, 81 Chambers street, New York.

11. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

12. American Distributing Co., 50 Stone street, New York.

13. Abraham & Straus, Brooklyn, N. Y.

14. American Glue Co., 121 Beverly street, Boston, Mass.

15. Bentel & Margedant Co., Hamilton, Ohio.

16. Butterworth-Judson Co., P. O. box 54, Newark, N. J.

17. Binney & Smith Co., 81 Fulton street, New York.

18. Boston Woven Hose and Rubber Co., Cambridge, Mass.

19. Bridgeport Brass Co., 253 Broadway, New York.

20. Babcock & Wilcox Co., Philadelphia, Pa.

21. Bell Manufacturing Co., St. Louis, Mo.

22. A. W. Barnes, 390 Driggs avenue, Brooklyn N. Y.

23. Baker & Taylor Co., 33 E. 17th street, New York.

24. F. O. Boyd & Co., 71 Hudson street, New York.

25. Brill Bros., 279 Broadway, New York.

26. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

27. Bishop Gutta Percha Co., 420 E. 25th street, New York.

28. Charles Bang, 136 Water street, New York.

29. R. Carter Ballantyne, Washington, D. C.

30. Cyrus Borgner, 234 N. 23d street, Philadelphia, Pa.

31. Bruce & Cook, 290 Water street, New York.

32. F. S. Banks & Co., 290 Wall street, New York.

33. Benedict & Burnham Manufacturing Co., 37 Park place, New York.

34. Continental Iron Works, West and Calyer streets, New York.

35. James Clendenin, P. O. box 1002, Baltimore, Md.

36. J. Ross Collins, 197 West street, New York.

37. Joseph F. Curren, 56 Leonard street, New York.

38. Crandall Packing Co., 136 Liberty street, New York.

39. Crocker-Wheeler Co., Ampere, N. J.

40. William Wirt Clark & Son, Baltimore, Md.

41. Columbia Smelting and Refining Works, 365 West street, New York.

42. Coggins & Owens, 102 N. Frederick street, Baltimore, Md.

†No award.

Schedule of proposals for naval supplies—Continued.

43. Chapman Valve Manufacturing Co., Indian Orchard, Mass.
44. William Cramp & Sons' Ship and Engine Building Co., Philadelphia, Pa.
45. Carpenter Morton Co., 77 Sudberry street, Boston, Mass.
46. Crucible Steel Co. of America, Pittsburg, Pa.
47. Crew Levick Co., 113 Arch street, Philadelphia, Pa.
48. Carter Rice & Co., 246 Devonshire street, Boston, Mass.
49. Commercial Electrical Supply Co., St. Louis, Mo.
50. Chandler & Farquhar Co., 36 Federal street, Boston, Mass.
51. Carter & Clarke, Washington, D. C.
52. Carnegie Steel Co., Pittsburg, Pa.
53. Carbondale Supply Co., Carbondale, Pa.
54. Carpenter Steel Co., Reading, Pa.
55. R. P. Clarke Co., Washington, D. C.
56. Joseph Dixon Crucible Co., 68 Reade street, New York.
57. J. B. Dauchy, 116 Broad street, New York.
58. Eugene Dietzgen Co., 119 W. 23d street, New York.
59. E. I. Du Pont Co., Wilmington, Del.
60. Detrick & Harvey Machine Co., Baltimore, Md.
61. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
62. Dodge-Haley Co., 218 Heale street, Boston, Mass.
63. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
64. Frank S. De Ronde Co., 46 Cliff street, New York.
65. C. A. Dickie, 205 La Salle street, Chicago, Ill.
66. Drew Machinery Agency, Manchester, N. H.
67. G. Elins & Bro., 965 Elk street, Buffalo, N. Y.
68. Erie Manufacturing and Supply Co., Erie, Pa.
69. Engberg's Electric and Mechanical Works, St. Joseph, Mich.
70. Edward J. Etting, Harrison Building, Philadelphia, Pa.
71. Ellicott Machine Co., Baltimore, Md.
72. Walter H. Foster Co., 114 Liberty street, New York.
73. Fox Bros. Co., 24 Vesey street, New York.
74. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
75. Fairbanks Co., 416 Broome street, New York.
76. Fiske Bros. Refining Co., 15 Old Slip, New York.
77. Follansbee Bros. Co., Pittsburg, Pa.
78. G. B. French Co., Portsmouth, N. H.
79. Henry Frank, 40 Spruce street, New York.
80. R. W. Geldart, 2 Stone street, New York.
81. William D. Gill & Son, 701 President street, Baltimore, Md.
82. Gutta Percha and Rubber Manufacturing Co., 176 Duane street, New York.
83. Peter Gray & Sons, 90 Union street, Boston, Mass.
84. General Electric Co., Schenectady, N. Y.
85. General Chemical Co., 25 Broad street, New York.
86. H. C. Gable, Lebanon, Pa.
87. Greenlee Bros. & Co., Railway Exchange Building, Chicago, Ill.
88. Hayward Bros. & Wakefield Co., 1010 Race street, Philadelphia, Pa.
89. R. C. Hoffman & Co., Drawer O, Baltimore, Md.
90. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
91. A. L. Hirsh, 308 Greenwich street, New York.
92. L. C. Hasinger, East Liberty, Pa.
93. Hutchinson Cement Co., 35 S. William street, New York.
94. C. G. Hussey & Co., Pittsburg, Pa.
95. Harry Hunt, 97 Haverhill street, Boston, Mass.
96. Handlan-Buck Manufacturing Co., St. Louis, Mo.
97. G. D. Holmes, Washington, D. C.
98. Holtzer-Cabot Electric Co., Brookline, Mass.
99. Holyoke Belting Co., Holyoke, Mass.
100. Hadwin Houghton, 117 Fulton street, New York.
101. Hobbs Manufacturing Co., Worcester, Mass.
102. L. H. Jones, P. O. box 666, Detroit, Mich.
103. Isaac G. Johnson Co., Spuyten Duyvil, New York.
104. Jenkins Manufacturing Co., 13 Park Row, New York.
105. H. W. Johns-Manville Co., 100 William street, New York.
106. J. B. Kendall, Washington, D. C.
107. Kern Commercial Co., 157 Cedar street, New York.
108. Keuffel & Esser Co., 127 Fulton street, New York.
109. Arthur Koppel Co., 66 Broad street, New York.
110. E. F. Keating Co., 452 Water street, New York.
111. Edward Kessling, 111 Nassau street, New York.
112. Lamb Finlay & Co., 256 Church street, New York.
113. John Lucas & Co., 322 Race street, Philadelphia, Pa.
114. Ernest Law & Co., Harrison Building, Philadelphia, Pa.
115. J. H. Leonard & Co., 15 Park Row, New York.
116. F. H. Lovell, Arlington, N. J.
117. Loeb Bros. Leather Belting Co., 31 Ferry street, New York.
118. O. J. Louis Co., 59 Fifth avenue, New York.
119. Midvale Steel Co., Philadelphia, Pa.
120. Michigan Chemical Co., Bay City, Mich.
121. Massasoit Manufacturing Co., Fall River, Mass.
122. Monongahela Iron and Steel Co., Pittsburg, Pa.
123. Marine Manufacturing and Supply Co., 157 South street, New York.
124. McLeod & Henry Co., Troy, N. Y.
125. J. S. McCormick Co., Pittsburg, Pa.
126. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
127. Montgomery & Co., 105 Fulton street, New York.
128. James R. Michael, 280 Broadway, New York.
129. W. B. Moses & Sons, Washington, D. C.
130. Magnesia Covering Co., North American Building, Philadelphia, Pa.
131. Meurer Bros. Co., 575 Flushing avenue, Brooklyn, N. Y.
132. Manhattan Supply Co., 127 Franklin street, New York.
133. Manning, Maxwell & Moore, 85 Liberty street, New York.
134. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
135. John W. Masury & Son, P. O. box 1012, New York.
136. Motley, Green & Co., 66 Broad street, New York.
137. New York Shellac Co., 229 Pearl street, New York.
138. National India Rubber Co., Bristol, R. I.
139. National Electrical Supply Co., Washington, D. C.
140. National Mortar Co., Washington, D. C.
141. New Jersey Car Spring and Rubber Co., Jersey City, N. J.
142. New York Lubricating Oil Co., 116 Broad street, New York.
143. National Carbon Co., Cleveland, Ohio.
144. New Jersey Foundry and Machine Co., 9 Murray street, New York.
145. New York Belting and Packing Co. (Ltd.) 91 Chambers street, New York.
146. S. Obermayer & Co., Cincinnati, Ohio.
147. Okonite Co. (Ltd.), 253 Broadway, New York.
148. O'Jaffe & Pinkus, 103 Franklin street, New York.

Schedule of proposals for naval supplies—Continued.

149. Old Dominion Paper Co., Norfolk, Va.
150. J. W. Paxson Co., 1021 W. Delaware avenue, Philadelphia, Pa.
151. Pratt & Whitney Co., 111 Broadway, New York.
152. Philadelphia General Supply Co., Washington, D. C.
153. Patton Paint Co., Newark, N. J.
154. Porter Co., 194 Water street, New York.
155. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
156. Pettinos Bros., Bethlehem, Pa.
157. W. S. Pendleton, jr., & Co., 77 South street, New York; informal, not in duplicate.
158. Penn Metal Ceiling and Roofing Co., Ltd., 559 Atlantic avenue, Boston, Mass.
159. Parsons Bros., 257 Broadway, New York.
160. Phoenix Paint and Varnish Co., 124 Market street, Philadelphia, Pa.
161. Prentiss Tool and Supply Co., 115 Liberty street, New York.
162. Penn Steel Casting and Machine Co., Chester, Pa.
163. Peckhan Co., Newport, R. I.
164. Page Belting Co., Concord, N. H.
165. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
166. Frederick Post Co., 28 Reade street, New York.
167. S. M. Price Machinery Co., Norfolk, Va.
168. Pittsburg Plate Glass Co., 221 W. Pratt street, Baltimore, Md.
169. Wm. Roche Dry Battery Co., 52 Park place, New York.
170. Paul S. Reeves & Son, 1415 Catharine street, Philadelphia, Pa.
171. Republic Bag and Paper Co., 17 Battery place, New York.
172. Republic Rubber Co., 47 Warren street, New York.
173. H. A. Rogers Co., 19 John street, New York.
174. Rome Brass and Copper Co., Rome, N. Y.
175. Royce & Ricketts, Washington, D. C.
176. Randolph-Clowes Co., Waterbury, Conn.
177. Riverside Mills, Augusta, Ga.
178. Rider & Cotton, Portsmouth, N. H.
179. R. P. Rowe, 100 William street, New York.
180. C. J. Rainear & Co., 578 Arch street, Philadelphia, Pa.
181. Railway Supply and Manufacturing Co., Cincinnati, Ohio.
182. H. Rosenthal & Bro., 418 W. Broadway, New York.
183. Rudolph, West & Co., Washington, D. C.
184. Rogers & Pyatt, Inc., 78 Maiden lane, New York.
185. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
186. John T. Reagan, Newport, R. I.
187. Thomas W. Smith, Washington, D. C.
188. Savage Mountain Fire Brick Co., Frostburg, Md.
189. F. Sharp & Sons, Washington, D. C.
190. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
191. Fred A. Schmidt, Washington, D. C.
192. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
193. Standard Underground Cable Co., Pittsburg, Pa.
194. Charles A. Schieren & Co., 30 Ferry street, New York.
195. Sherman-Brown-Clements Co., 55 Dey street, New York.
196. Osgood Sayen, 518 Arcade Building, Philadelphia, Pa.
197. Salomon Bros. & Co., 99 Nassau street, New York.
198. B. F. Sturtevant Co., Hyde Park, Mass.
199. Standard Oil Co., New York.
200. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
201. Wm. R. Sattler, 10 Barclay street, New York.
202. Slemon & Elting, 194 Front street, New York.
203. Sherwin-Williams Co., Cleveland, Ohio.
204. Scovill Manufacturing Co., Waterbury Conn.
205. Edward A. Temple, 100 William street, New York.
206. Walter B. Timms, 61 Hudson street, New York.
207. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
208. D. A. Tower, 300 Broadway, New York.
209. George C. Thomas, 26 Cortlandt street, New York.
210. N. & G. Taylor Co., Mariner and Merchant Building, Philadelphia, Pa.
211. Taunton-New Bedford Copper Co., New Bedford, Mass.
212. Charles J. Tagliabue Manufacturing Co., 53 Fulton street, New York.
213. Charles Tisdall, Newport, R. I.
214. Un on Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
215. Universal Supply Co., 290 Broadway, New York.
216. United Marine Supply Co., 97 Warren street, New York.
217. J. M. Umstadter, Norfolk, Va.
218. U. S. Graphite Co., Saginaw, Mich.
219. Vermilye & Power, 17 Battery place, New York.
220. M. D. Valentine & Bro. Co., Woodbridge, N. J.
221. Van Dyck-Churchill Co., 8 Dey street, New York.
222. Vulcan Crucible Steel Co., Aliquippa, Pa.
223. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
224. Western Electric Co., 463 West street, New York.
225. John Wanamaker, Broadway and 10th street, New York.
226. F. P. Wilkinson, 90 W. Broadway, New York.
227. Francis T. Witte Hardware Co., 106 Chambers street, New York.
228. W. H. Wynn & Co., Inc., West Decatur, Pa.
229. J. R. Wettstein, 71 Broadway, New York.
230. Waldo Bros., 102 Milk street, Boston, Mass.
231. Ernest Wiener Co., 68 Broad street, New York.
232. Wetherill & Bro., 126 S. 30th street, Philadelphia, Pa.
233. New York Sand Facing Co., 610 Kent avenue, Brooklyn, N. Y.

SCHEDULE 188.—*Newport, R. I.*

- Class 1. 108,435 ft. cable—Bidder 27, \$8,708.70; 84, \$11,893.05; 139, \$15,941.75; 147, \$13,837.40; 193, \$7,591.53; 224, \$8,965.22.
- Class 2. 15 testing machines—Bidder 98, \$60; 139, \$78; 186, \$191.25; 216, \$105; 224, \$108.
- Class 3. 5,667 ft. copper wire—Bidder 49, \$39.50; 139, \$16.90; 216, \$17.
- Class 4. 834 dry battery cells—Bidder 49, \$172.50; 75, \$480 and \$420; 139, \$154.29; 143, \$154.29; 169, \$158.46; 216, \$191.82; 224, \$154.29.
- Class 5. 2,567 ft. rough spruce and 100 ft. white maple—Bidder 67, \$111.18; 163, \$79.87.
- Class 6. 14,668 ft. white pine—Bidder 67, \$1,151.37; 81, \$1,383.92; 163, \$527.08.
- Class 7. 15,334 ft. rough pine—Bidder 7, \$475.35; 67, \$1,380.06; 81, \$574.26; 163, \$535.15.
- Class 8. Pitch, sulfur, vermilion, varnish, soda, ground glass, etc.—Bidder 91, \$67.35; 132, \$69.69; 163, \$77.95; 190, \$62.72.
- Class 9. Wood screws, steel wire nails, finishing nails, hoop iron, okonite tape and tin—Bidder 74, \$84.21; 132, \$110.76; 163, \$84.76; 185, \$117.82.
- Class 10. Marline hemp, Manila rope and hemp rope—Bidder 74, \$85.85 and \$89.10; 132, \$64.98; 163, \$74.45.
- Class 11. 15 supply boxes and equipment—Bidder 95, \$933; 132, \$712.05.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 12. 15 chemical boxes and equipment—Bidder 95, \$246.75; 98, *\$180; 132, \$291.

Class 13. 867 pattern D service torpedo casings—Bidder 83, \$4,621.11; 116, \$4,690.40; 132, \$4,733.82; 186, *\$4,491.06; 224, \$5,462.10.

Class 14. 217 automatic anchors—Bidder 71, \$22,351; 95, \$16,789.29; 144, \$11,023.60; 186, \$13,671; 209, *\$10,828.30.

Class 15. 217 battery boxes and fittings—Bidder 95, \$3,222.45; 116, *\$2,688.63; 186, \$2,766; 224, \$3,949.40.

Class 16. 200 mine cases and fittings—Bidder 34, \$27,000; 186, \$40,000; 224, *\$24,000.

Class 17. 30,000 lbs. compressed military gun cotton—Bidder 59, *\$15,300.

Class 18. 717 glass jars—Bidder 83, \$638.13; 116, \$573.60; 132, \$506.43; 216, *\$258.12.

Class 19. 3,067 each of brass tubes, brass caps, and brass cases, also 867 copper tubes—Bidder 132, *\$89.67; 204, \$221.01.

Class 20. 2,934 spherical pure rubber washers—Bidder 95, \$252.46; 110, \$461.44; 126, \$466.11; 132, *\$243.72; 145, \$328.61; 155, \$248.00; 186, \$344.75; 216, \$290.21.

Class 21. 500 lbs. calcium phosphide—Bidder 91, *\$819; 190, \$940.

Class 22. 829 ft. brass tubing and 300 ft. sheet brass—Bidder 33, \$330.20; 35, *\$104.90; 134, \$107.70; 163, \$228.90; 176, \$113.30.

Class 23. 5 keyboards for observation mines—Bidder 95, \$280; 186, \$275; 216, *\$112.50; 224, \$225.

Class 24. 2 firing battery boxes—Bidder 186, \$150; 224, *\$64.

Class 25. 6 junction boxes—Bidder 95, \$434.22; 186, \$354; 216, *\$255; 224, \$267.

SCHEDULE 197.—Construction and Repair.

Class 31. Norfolk—1 tenoning machine—Bidder 9, *\$270.30; 15, \$233; 66, \$223 and \$290; 101, \$270.

Class 32. Norfolk—1 automatic cut-off saw—Bidder 15, \$266; 87, *\$245.

Class 33. League Island—2 turn tables—Bidder 109, *\$80; 144, \$129; 209, \$110; 231, \$94.

SCHEDULE 198.—Steam Engineering.

Class 41. League Island—1 magnetic metal separator and dynamo—Bidder 66, \$172 and \$105; 70, unit prices; 125, *\$225; 133, \$325; 146, \$300.

Class 42. League Island—1 self-emptying oil separator—Bidder 66, \$228 and *\$121.

Class 43. League Island—1 4-inch pipe cutting and threading machine—Bidder 66, *\$353 and \$930; 72, \$620; 75, \$435; 221, \$550.

Class 44. League Island—1 3-inch hollow turret lathe—Bidder 133, *\$4,650.

Class 45. League Island—1 open side planer—Bidder 60, *\$9,215; 133, *\$9,165.

SCHEDULE 204.—Yards and Docks.

Class 51. Norfolk—50 rolls roofing paper and 200 lbs. wire roofing nails—Bidder 26, \$54; 40, \$62; 105, \$40; 127, *\$41; 132, \$62; 215, \$41.

†Class 52. New York—300 cubic yds. sand—No bids.

Class 53. Norfolk—57 boxes roofing tin—Bidder 77, \$971.50; 96, *\$743.70; 134, \$1,072; 210, \$1,018.40.

Class 54. Norfolk—50 gals. roofing paint—Bidder 40, \$41.25; 63, *\$30.50 and \$35.50; 113, \$36.50; 135, \$45; 160, \$37.50; 168, \$32.50; 175, \$34.50.

Class 55. Norfolk—1 return steam trap—Bidder 66, *\$113; 75, \$130; 80, \$183.95; 110, \$147; 167, \$180; 175, \$200.

Class 56. Norfolk—30 bu. charcoal—Bidder 26, \$10.50; 127, *\$10.50; 185, \$10.80.

SCHEDULE 205.—Equipment and Navigation.

Class 61. New York—20,000 ft. insulated soft iron wire—Bidder 216, *\$120; 224, \$300.

Class 62. New York—35-K. W. generating sets—Bidder 69, \$1,575; 84, \$2,205; 198, *\$2,250.

Class 63. New York—18,000 hexagon head tap
*Accepted.

bolts—Bidder 86, \$133.67; 96, \$148; 106, \$144; 127, \$198; 195, *\$95.

Class 64. New York—A quantity of library books—Bidder 10, *\$199.40; 23, \$196.30.

Class 65. Annapolis—1 boiler-testing outfit—Bidder 20, *\$585.

SCHEDULE 206.—Construction and Repair.

Class 71. 25,000 ft. rubber-covered cable—Bidder 1, \$1,775; 84, \$1,780; 139, \$2,462.50; 193, *\$1,457.50; 224, \$1,743.25.

Class 72. 200 sockets and 100 extra insulating pieces—Bidder 84, *\$33.88; 224, \$43.50.

Class 73. Portsmouth—125 bbls. Portland cement—Bidder 93, \$233.75; 165, \$231.25; 175, *\$198.75; 178, \$243.75; 230, \$206.25.

Class 74. Portsmouth—100 cu. yds. building sand—Bidder 178, *\$195.

Class 75. Portsmouth—20 bbls. kaolin and 20 bbls. pipe clay—Bidder 146, \$220; 165, \$40, part; 230, \$120; 233, *\$95.

Class 76. A quantity of padlocks—Bidder 74, \$411.18; 80, *\$392.17; 127, \$402.13; 183, \$477.50; 227, \$437.62.

Class 77. New York—10 anvils—Bidder 35, \$101; 66, \$79.50; 80, \$74.90; 106, \$75.60; 127, \$69.80; 133, \$100.80; 165, \$101.80; 227, *\$62.50.

Class 78. New York—2 doz. steel callipers and 18 drill chucks—Bidder 68, \$105.50; 74, \$78.21; 80, \$92.88; 127, *\$91.80.

Class 79. New York—400 Mason safety treads—Bidder 3, *\$1,084; 40, \$1,000; 132, \$932; 175, \$900; 209, \$932; 227, \$730.

†Class 80. Norfolk—8,438 lbs. medium steel bulb angles, 65,325 lbs. channels, 21 240 lbs. Z bars and 13,067 lbs. half-round bars—No bids.

Class 81. Norfolk—90,000 lbs. mild steel billets—Bidder 89, \$1,782; 106, *\$1,620; 119, \$2,475.

Class 82. Norfolk—248,985 lbs. medium steel angles—Bidder 52, \$5,900.95; 89, *\$5,253.58.

Class 83. League Island—45,270 lbs. steel angles, 11,881 lbs. steel molding, 8,340 lbs. steel Z bars, 15,300 lbs. channel bars, 35,550 lbs. steel I beams, and 74,217 lbs. steel T bulbs—Bidder 89, *\$2,481.32.

Class 84. New York—13,017 lbs. half-round bars and 41,055 square bars—Bidder 52, \$1,086.84; 86, *\$1,057.71; 89, \$1,192.88; 205, \$1,324.77.

Class 85. Boston—70,700 lbs. round iron, 311,100 lbs. flat iron—Bidder 122, *\$14,088.42.

†Class 86. New York—200 vulcanized rubber washers—Bidder 132, \$28.

Class 87. League Island—25 bbls. marine glue—Bidder 17, \$494; 40, *\$503.44; 123, \$504; 202, \$522.

Class 88. Portsmouth—50 gals. silicate of soda and 250 lbs. quartz—Bidder 91, \$24.50; 190, *\$17; 230, \$22.50.

Class 89. Portsmouth—15 bbls. distiller lees—Bidder 146, \$117; 178, *\$45.

Class 90. Portsmouth—20 bbls. sea coal facing—Bidder 40, \$44; 132, \$78; 146, \$90; 150, \$40; 233, *\$31.

Class 91. New York—60 air port lenses—Bidder 61, *\$60; 115, \$164.40; 127, \$72; 132, \$86.40; 216, \$72.

Class 92. New York—50 oak chairs—Bidder 80, \$359; 129, \$362.50; 192, \$361; 225, \$362.

SCHEDULE 270.—Ordnance.

Class 101. Newport—7,000 ft. double conductor cable—Bidder 84, \$490; 138, \$595; 139, \$735; 193, *\$301; 224, \$462.

Class 102. Washington—20 porcelain insulators—Bidder 139.9c. and *\$9; 216, \$1.

Class 103. Washington—300 lbs. copper wire—Bidder 35, \$63; 90, \$65.25; 96, \$66; 102, \$64.50; 134, \$65.25; 139, \$67.50; 174, *\$61.80; 175, \$78; 216, \$75.

Class 104. Washington—250 bbls. Portland cement—Bidder 40, \$437.50; 97, *\$422.50; 140, \$432.50; 175, \$447.50.

Class 105. Washington—4,780 lbs. copper rivets—Bidder 35, \$1,517.15; 90, *\$1,501.90; 132, \$1,946.31; 200, \$1,812.45.

Class 106. Washington—4,700 lbs. brass wire—Bidder 35, \$775.50; 90, \$775.50; 102, *\$763.75; 134, \$775.50; 174, \$775.50; 200, \$775.50.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 107. Washington—12 standard pipe taps—Bidder 80, \$4.38; 106, \$4.82; 132, *\$2.83; 183, \$5.16.

Class 108. Washington—14 sets steel figures and 4 sets steel alphabet—Bidder 74, \$7.73; 80, \$10.40; 106, \$14.30; 127, \$8.06; 132, *\$8.55; 133, \$21.20; 146, \$26.25; 150, \$57.75.

Class 109. 14 inside taper collets, 2 flagged vises, and 2 lengths of oil floor tubing—Bidder 66, \$108.70; 96, \$105.40; 127, *\$90.90; 132, \$96.20.

Class 110. Washington—24 steel sleeves. Bidder 68, \$18.66; 74, \$17.28; 80, \$16.26; 96, \$15.66; 115, \$17.07; 127, *\$15.54; 132, \$18.30; 133, \$17.40; 183, \$17.76.

Class 111. Washington—3 crosscut saws, 4 pinch bars—Bidder 127, *\$20.10; 185, \$35.70; 195, \$21.90.

Class 112. Boston—2 hydraulic jacks—Bidder 40, \$130; 62, \$110.50; 74, \$119; 80, \$134; 127, \$119; 167, *\$101.50; 185, \$118; 195, \$133.20.

Class 113. Boston—8 purchases—Bidder 40, \$180; 62, \$180; 74, *\$166; 106, \$180; 127, \$180; 132, \$180; 185, \$192.

Class 114. Boston—3 sets stocks, taps, and dies—Bidder 74, \$63.50; 80, \$62; 96, \$57.15; 127, \$76.25; 227, *\$59.50.

Class 115. Drills, hammers, punches, reamers, etc.—Bidder 74, *\$152.33; 127, \$204.20.

Class 116. Newport—quantity of pine and spruce lumber—Bidder 67, \$430; 81, \$600; 163, *\$405.50.

Class 117. Washington—9,500 ft. white oak—Bidder 7, \$459.25; 51, *\$344.06; 67, \$436.22; 81, \$478.46; 187, \$344.06.

Class 118. Washington—100 lbs. rivet steel mercury—Bidder 91, \$79.74; 190, *\$64.

Class 119. Newport—10,000 lbs. sulfuric acid—Bidder 16, *\$115; 85, \$117.50.

Class 120. Bidder 6, \$64,190.12; 35, \$64,190.12; 90, \$64,190.12; 94, *\$61,776.96; 102, \$64,190.12; 174, \$68,324.67.

Class 121. Washington—20,070 lbs. steel castings—Bidder 103, *\$2,408.40; 119, \$3,913.65; 162, \$5,017.50.

Class 122. Boston—36 sq. ft. sheet iron—Bidder 74, *\$23.08.

Class 123. Boston—5 sq. ft. gutta-percha—Bidder 26, \$40; 74, *\$21.25; 185, \$42.50.

Class 124. 5 yds. green baize—Bidder 26, \$27.45; 55, \$7.50; 132, *\$7.50; 163, \$20.

†Class 125. Washington—Photographic supplies—No bids.

Class 126. Newport—30,000 lbs. prepared cotton—Bidder 121, \$2,812.50; 197, *\$2,655.

SCHEDULE 208.—Steam Engineering.

Class 131. League Island—6 electric motors—Bidder 39, \$4,654.80; 84, *\$3,454.

Class 132. Norfolk—10,000 fire brick—Bidder 40, \$279.90; 124, \$400; 146, \$265; 150, \$350; 175, *\$225; 188, \$286.80; 217, \$300; 220, \$355; 228, \$325.

Class 133. Boston—20 lathe chucks—Bidder 50, \$955.25; 66, \$910; 68, \$907.54; 74, *\$805; 96, \$918.50; 106, \$919.05; 127, \$821.30; 161, \$158.76.

Class 134. Norfolk—12,000 lbs. manganese bronze—Bidder 8, *\$1,935; 44, \$2,100; 170, \$1,980.

Class 135. Boston—50 tons pig iron—Bidder 32, \$1,009.50; 80, *\$989; 106, \$1,050.

Class 136. 7,000 yds. corset lacing—Bidder 55, \$16.80; 78, *\$10.50; 128, \$70; 132, \$28; 216, \$17.50.

SCHEDULE 209.—Supplies and Accounts.

Class 141. 3½ doz. shears—Bidder 26, \$70.10; 35, \$70; 74, *\$44.07; 75, \$54.10; 96, \$75.80; 119, \$189; 127, \$51.40; 132, \$47.50; 133, \$61.99; 185, \$68; 227, \$54.30.

Class 142. League Island—13 doz. sledges—Bidder 74, \$137.75; 75, *\$135.50; 119, \$18; 127, \$148.10; 132, \$146.50; 185, \$171.

Class 143. League Island—13 doz. hatchets—Bidder 75, \$54; 119, \$25; 127, \$50; 132, *\$48.80; 185, \$71.20.

Class 144. League Island—Hammer and ax handle—Bidder 4, \$98.04; 26, \$56.20; 74, *\$46.68, part;

92, \$79.32; 96, \$128.40; 127, \$74.44; 132, \$98.60; 133, \$87.76; 185, \$82.50.

Class 145. 14 doz. copper hammers—Bidder 35, \$252; 74, \$222.91; 75, \$233.40; 96, \$227.50; 127, *\$217.20; 132, \$233.50; 185, \$286.72.

Class 146. League Island—8 doz. coppersmith's hammers—Bidder 35, \$63.90; 74, \$54.50; 127, \$55.60; 132, \$64.20; 133, \$58.92; 185, \$61.60.

Class 147. League Island—10 doz. machinist's hammers, 4 doz. coppersmith's hammers, 3 doz. boilermaker's hammers, etc.—Bidder 74, \$192.85; 75, \$167.85; 119, \$96.25; 127, \$174.45; 132, \$186.74; 133, *\$165.48.

Class 148. League Island—42 machinist's sets—Bidder 74, \$1,041; 75, \$876; 80, \$927; 96, \$828.60; 106, \$944.82; 127, *\$911.40; 133, \$943.80; 185, \$847.20.

Class 149. League Island—1 doz. glazier's diamonds—Bidder 26, \$87.40; 74, *\$54; 127, \$77; 132, \$83.94; 133, \$73.50; 190, \$93.

Class 150. League Island—Blacksmith hammers, punches, tools, etc.—Bidder 70, \$80.60; 75, \$97.80; 127, *\$80.50; 132, \$91.20; 133, \$80.74.

Class 151. League Island—2 doz. wrought iron posts—Bidder 74, \$124; 75, \$123; 80, \$107.90; 127, \$113.40; 132, *\$89; 133, \$103.26; 185, \$152.60.

Class 152. League Island—1 doz. fire pots—Bidder 74, \$13.50; 127, *\$10.80; 132, \$22.

Class 153. League Island—3 doz. tinner's punches—Bidder 74, *\$23.30; 132, \$31.

Class 154. League Island—4 doz. belt punches and 8 doz. center punches—Bidder 127, *\$24.20; 132, \$47.85.

Class 155. League Island—30 doz. scrapers—Bidder 74, *\$90; 80, \$93.75; 127, \$94.20; 132, \$104.10; 133, \$102.30; 185, \$106.20.

Class 156. League Island—3 doz. metallic tape measures—Bidder 74, \$70; 75, \$78.80; 96, \$88.88; 108, \$75.24; 127, \$72.15; 132, \$77; 227, *\$67.

Class 157. League Island—12 doz. oil slips—Bidder 74, \$117; 127, \$70.20; 133, *\$49.

Class 158. League Island—18 sets gouges—Bidder 74, \$92.34; 80, \$91.92; 127, *\$89.10; 132, \$92.19; 227, \$105.40.

Class 159. League Island—12 hack saw frames—Bidder 74, \$98.40; 75, \$108; 96, \$102; 127, \$99.60; 132, *\$82.80.

Class 160. League Island—128 doz. hack saw blades—Bidder 74, \$61.32; 75, \$62.62; 80, *\$56.12; 96, \$63.62; 127, \$59.16; 132, \$50.68.

Class 161. League Island—2 doz. blacksmiths' flatters—Bidder 74, \$12.25; 75, \$14.55; 127, \$11.68; 132, \$13.30; 133, *\$11.78; 185, \$14.55.

Class 162. League Island—1 doz. emery wheel dressers and 72 sets cutters—Bidder 74, *\$5.60; 75, \$8.16; 80, \$7.32; 127, \$5.70; 132, \$7.32.

Class 163. League Island—45 sets steel figures and 44 sets steel letters—Bidder 106, \$81.90; 127, \$80.09; 132, *\$68.84, *part; 133, \$253.13; 150, \$564.50.

Class 164. League Island—18 doz. chisels—Bidder 74, \$65.73; 75, *\$58.19; 96, \$71.14; 127, \$84.20; 132, \$65.95; 133, \$61.53.

Class 165. League Island—26 doz. socket firmer chisels—Bidder 74, *\$84.04; 127, \$84.62; 132, \$84.35.

Class 166. League Island—3 doz. clamps—Bidder 66, \$101.50; 74, *\$12.74; 127, \$16.35; 132, \$13.50; 133, \$16.58; 146, \$19.80.

Class 167. League Island—36 bellows—Bidder 127, *\$25.80; 132, \$44.40; 146, \$51; 150, \$51; 227, \$25.80.

Class 168. League Island—21 doz. auger bits—Bidder 74, *\$35.30; 75, \$54.65; 127, \$41.15; 132, \$36.55.

Class 169. League Island—1 doz. expansive bits and 9 doz. gimlet bits—Bidder 74, \$9.90; 127, \$9.90; 132, *\$4.80.

Class 170. League Island—11 doz. clippers—Bidder 74, \$86.49; 75, \$97.74; 96, \$100.05; 127, \$87.10; 132, *\$78.70; 183, \$92.71; 185, \$97.10.

Class 171. League Island—3 doz. breast drills—Bidder 74, \$99; 96, *\$89.10; 127, \$105; 132, \$91.20; 185, \$89.94.

Class 172. League Island—A quantity of twist drills—Bidder 68, \$620.48; 74, *\$511.46; 75, \$605.62; 96, \$802.16; 106, \$1,270.13; 115, \$1,270.13; 127, \$941.01; 132, \$938.58; 133, \$551.67; 183, \$974.30.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 173. League Island—15 doz. jaws for Trimo wrenches—Bidder 35, \$285.93; 68, \$298.98; 74, \$278.04; 75, \$296.03; 96, \$298.08; 127, \$270.45; 132, \$270.50; 173, \$279.90; 180, \$290.24.

Class 174. League Island—4 doz. alligator wrenches—Bidder 74, \$23.86; 96, \$25; 127, \$23; 132, \$23.80; 173, \$23.98.

Class 175. League Island—6 doz. Baxter wrenches—Bidder 74, \$15; 96, \$21.60; 127, \$16.20; 132, \$15.70; 173, \$16.16.

Class 176. League Island—6 doz. double end wrenches—Bidder 74, \$48; 75, \$56.95; 96, \$56.85; 127, \$56.70; 132, \$62.55.

Class 177. League Island—Pinch bars, bevels, borers, nippers, screw drivers, and miscellaneous tools—Bidder 74, \$363.89; 127, \$383.32; 132, \$386.99.

Class 178. League Island—2,000 lbs. solder—Bidder 26, \$419.80; 35, \$396.80; 41, \$398.80; 80, \$414; 133, \$415.80; 134, \$410; 179, \$389; 185, \$417.50; 210, \$420.

Class 179. League Island—19,000 lbs. galvanized sheet steel—Bidder 35, \$537.70; 77, \$503.95; 89, \$533.90; 96, \$532; 106, \$551; 132, \$587.10; 134, \$541.50; 158, \$560.

Class 180. League Island—13 boxes bright tin—Bidder 77, \$157.59; 96, \$115.80; 134, \$163.65; 210, \$151.50.

Class 181. League Island—1,000 gals. linseed oil—Bidder 57, \$440; 76, \$459.40; 91, \$549.50; 113, \$470; 179, \$445; 190, \$340.

Class 182. League Island—25,000 lbs. white lead in oil—Bidder 45, \$1,480; 76, \$1,585; 113, \$1,562.50; 153, \$1,500; 168, \$1,687.50; 179, \$1,650; 190, \$1,587.50; 229, \$1,537.50; 232, \$1,593.75.

Class 183. League Island—15,000 lbs. red lead, dry—Bidder 76, \$988.50; 168, \$1,012.50; 179, \$990; 190, \$990; 229, \$956.25; 232, \$1,012.50.

Class 184. League Island—2,000 lbs. yellow ocher, 250 lbs. wood filler, and a quantity of colors—Bidder 63, \$313.62; 100, \$426.47; 113, \$404.38; 135, \$480.75; 153, \$453.75; 160, \$436.25; 168, \$459.25.

Class 185. League Island—5,000 lbs. gum shellac—Bidder 137, \$1,985.48; 184, \$2,750.

Class 186. League Island—500 lbs. cleaning paste and 3,000 lbs. polishing paste—Bidder 21, \$198.75; 57, \$206; 64, \$270; 76, \$315; 115, \$3240; 132, \$299.20.

Class 187. League Island—2,500 gals. alcohol—Bidder 12, \$875; 24, \$1,000; 120, \$875; 190, \$1,087.50.

Class 188. League Island—9,000 lbs. glue, 144 pts. Le Page's glue, and 400 lbs. noodle for glue—Bidder 2, \$296; 14, \$192.62; 91, \$269.02; 132, \$218; 169, \$243.36; 190, \$256.04.

Class 189. League Island—1,500 gals. turpentine—Bidder 76, \$1,212; 91, \$1,312.50.

Class 190. League Island—1,000 gals. gasoline—Bidder 91, \$349.50; 190, \$174; 199, \$250.

Class 191. League Island—500 lbs. graphite—Bidder 40, \$67.50; 91, \$67.40; 113, \$70; 132, \$75; 156, \$62.50; 190, \$69.37; 218, \$47.50.

Class 192. League Island—50 lbs. phosphide calcium—Bidder 91, \$87; 132, \$135; 190, \$98.

Class 193. League Island—1,000 lbs. sal ammoniac—Bidder 91, \$109.80.

Class 194. League Island—500 lbs. borax—Bidder 91, \$43.50; 190, \$43.50; 200, \$47.50.

Class 195. League Island—425 lbs. chalk and 50 lbs. soapstone—Bidder 40, \$15; 91, \$11.75; 190, \$6.75.

Class 196. League Island—100 lbs. camphor balls—Bidder 91, \$3.24; 190, \$2.90.

Class 197. League Island—200 lbs. rosin—Bidder 91, \$7.96; 190, \$6.80.

Class 198. League Island—11,200 lbs. brass pipe—Bidder 5, \$2,128; 33, \$2,150.40; 102, \$2,128; 174, \$2,106.72; 176, \$2,217.60; 200, \$2,200.80.

Class 199. League Island—5,000 fire brick and 20 bbls. fire clay—Bidder 30, \$212.50; 40, \$145; 124, \$250; 146, \$221.50; 150, \$170; 175, \$135.50; 188, \$132.90; 220, \$180.50.

Class 200. League Island—1,500 lbs. leather rigging—Bidder 79, \$790; 132, \$1,000; 164, \$8675.

Class 201. League Island—40 doz. scrubbing brushes—Bidder 55, \$189.60; 132, \$187; 226, \$209.60.

Class 202. League Island—50 doz. corn brooms—Bidder 80, \$153.50; 114, \$146.75; 132, \$173.50; 133, \$170; 185, \$181; 206, \$170; 226, \$154.13.

Class 203. League Island—12 packages gold leaf—Bidder 26, \$108; 63, \$81; 91, \$89.40; 113, \$86.40; 132, \$93.60; 168, \$88.20; 190, \$83.88.

Class 204. League Island—20,000 lbs. cotton waste—Bidder 75, \$1,850; 106, \$1,800; 121, \$1,687.50; 177, \$1,600; 181, \$1,648.

Class 205. League Island—250 shipping cans—Bidder 57, \$177.50; 76, \$202.50; 91, \$210; 190, \$197.50.

Class 206. League Island—1,008 tin boxes of safety matches—Bidder 132, \$84.67; 190, \$79.63.

Class 207. League Island—3,000 cakes soap—Bidder 22, \$96.75; 132, \$147; 215, \$100.

Class 208. League Island—8 doz. cocoa mats—Bidder 88, \$108; 132, \$111.20; 226, \$96.72.

Class 209. League Island—8 doz. rubber mats—Bidder 18, \$154.80; 82, \$277.50; 132, \$145.20; 141, \$144.

Class 210. Newport—12,000 lbs. macaroni and 10,000 lbs. pickles—Bidder 185, \$1,775; 186, \$1,040; 213, \$950, part; \$781.

SCHEDULE 210.—Supplies and Accounts—New York delivery.

Class 211. 150 doz. corn brooms—Bidder 80, \$427.12; 114, \$440.25; 132, \$520.50; 133, \$472.75; 185, \$510; 206, \$510; 226, \$462.38.

Class 212. Paint and varnish brushes—Bidder 11, \$978.45; 182, \$964.25.

†Class 213. 4 doz. tube brushes—Bidder 185, \$664.

Class 214. 9,600 lbs. bolts and nuts, and 1,000 lbs. iron nuts—Bidder 74, \$901; 106, \$798.60; 195, \$736.

†Class 215. 2,900 lbs. rivets, 900 lbs. ironed rivets, 100 screws, and 600 bolts—No bids.

Class 216. 45 lbs. rivets, 50 lbs. washers, and 200 lbs. brass nuts—Bidder 74, \$96.

Class 217. 2 doz. brass locks—Bidder 80, \$95.96; 132, \$92.80; 185, \$78.80.

Class 218. Brass and iron wood screws—Bidder 74, \$100.24; 136, \$256.72; 183, \$165.16; 195, \$184.35; 225, \$154.50.

†Class 219. 10 duplex pulleys—Bidder 32, \$375; 40, \$375; 68, \$400; 74, \$340; 75, \$375; 96, \$375; 106, \$375; 127, \$375; 132, \$350; 185, \$375; 201, \$375; 219, \$365.

Class 220. 700 chain shackles—Bidder 74, \$99; 80, \$101.65; 132, \$109.25; 133, \$103.25; 144, \$112.67; 185, \$104.50; 219, \$280.

Class 221. 50 gross grommets, 1,260 wire thimbles, 2,000 lbs. sailmakers' needles, and 150 open thimbles—Bidder 74, \$108; 80, \$107.75; 132, \$118.30; 133, \$131.66; 185, \$131.75.

Class 222. 48 machinists' vises—Bidder 66, \$508.80 and \$652.80; 73, \$592.80; 74, \$518.40; 80, \$576.48; 106, \$615.84; 127, \$616.80; 132, \$595.20; 133, \$544.80; 136, \$372; 227, \$336, part \$42.

Class 223. Files—Bidder 74, \$482.17, part \$473.23; 127, \$505.50; 133, \$490.57; 152, \$589.96.

Class 224. 1 doz. ratchets—Bidder 96, \$137.50; 127, \$135, part \$22.50; 132, \$148.40; 133, \$136.80.

Class 225. Machinists' hand taps—Bidder 32, \$140.14; 74, \$71.62, part \$57.87; 80, \$99.99; 96, \$128.83; 106, \$135.79; 127, \$98.22; 132, \$201.34; 133, \$114.58; 151, \$162.19.

Class 226. Twist drills and bitstock drills—Bidder 74, \$94.22; 106, \$94.44; 115, \$94.40; 127, \$96.05; 183, \$90.70; 195, \$94.72; 227, \$87.79.

Class 227. 200 doz. hack-saw blades—Bidder 74, \$80; 96, \$100; 127, \$67; 132, \$96.80; 133, \$84; 146, \$340; 152, \$100.

Class 228. 72 plumbago crucibles—Bidder 35, \$393.20, part, \$357; 40, \$415; 56, \$415; 66, \$442.80; 96, \$410.64; 132, \$412; 146, \$399; 201, \$410.80.

Class 229. Hardware, including brads, nails, drawer pulls, tacks, brass wire, hinges, etc.—Bidder 132, \$807.62; 185, \$779.66, part, \$830.36.

Class 230. 60 steel bars, 5 boring machines, callipers, chisels, brace bits, ground glass, hammers, ladles, nippers, planes, rules, etc.—Bidder 74, \$789.96; 127, \$833.35; 132, \$892.55; 136, \$724.73, part, \$454.86.

Class 231. 850 lbs. sheet brass—Bidder 6, \$269.62; 33, \$269.63; 35, \$269.63; 91, \$269.63; 134, \$269.63; 174, \$274.75; 176, \$270.87.

Class 232. 3,500 lbs. Tobin bronze—Bidder 6, \$700.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 233. 800 lbs. sheet copper—Bidder 6, \$164; 19, \$164; 31, \$164; 46, \$164; 91, \$164; 94, *\$158; 102, \$164; 131, \$168; 134, \$164; 174, \$164.80; 211, \$164.

Class 234. 16,000 lbs. bar iron—Bidder 122, *\$578.34.

Class 235. 1,000 lbs. sheet lead—Bidder 134, \$85; 179, *\$67.40; 185, \$74.

†Class 236. 7,100 lbs. Muntz metal—Bidder 6, \$1,278; 33, \$1,278; 35, \$1,278; 91, \$1,278; 134, \$1,278; 176, \$1,171.50; 211, \$1,278.

Class 237. 1,750 lbs. solder—Bidder 35, *\$321.25; 80, \$365; 131, \$346.88; 132, \$380; 133, \$365.53; 134, \$341.25; 185, \$343.75.

Class 238. 37,000 lbs. sheet steel—Bidder 35, \$1,121.10; 89, \$1,102.60; 96, *\$1,073; 106, \$1,128.50; 107, \$1,134.30; 114, \$1,117.40; 131, \$1,128.50; 132, \$1,124.80; 134, \$1,095.20; 158, \$1,198.

Class 239. 23,500 lbs. galvanized sheet steel—Bidder 35, \$613.35; 89, \$599.25; 96, \$587.50, part *\$412.50; 106, \$611; 107, \$611; 131, \$598; 132, \$634.50; 134, \$599.25; 158, \$621.50.

†Class 240. 10,000 lbs. corrugated galvanized sheet steel—Bidder 35, \$298; 89, \$291; 96, \$300; 106, \$300; 107, \$290; 131, \$300; 132, \$309; 134, \$310; 158, \$295.

Class 241. 3,150 lbs. steel bar—Bidder 32, *\$181.12; 46, \$180 and \$441; 54, \$390.60; 80, \$193.73; 96, \$513.45; 132, \$217.35; 205, \$220.50; 222, \$203.93.

†Class 242. 150 lbs. flat tool steel—Bidder 32, \$13.50; 46, \$21; 54, \$22.54; 80, \$14.85; 205, \$17.63; 222, \$10.43.

†Class 243. 50 lbs. tool steel, self-hardening—Bidder 32, \$19.95; 46, \$22.56; 54, \$22.50; 80, \$18.24; 205, \$31.

†Class 244. 11,200 lbs. round and flat machinery steel—Bidder 46, \$287.50; 205, \$281.55.

Class 245. 6,000 lbs. angle steel—Bidder 52, *\$136.80.

†Class 246. 2,400 lbs. angle steel—No bids.

Class 247. 3,500 lbs. billet steel—Bidder 89, \$139.30; 205, \$104.65; 119, *\$96.25.

†Class 248. 1,300 lbs. steel shafting—Bidder 80, \$37.70; 106, \$35.49; 115, \$42.90.

Class 249. 9 boxes bright sheet tin—Bidder 96, \$56.10; 134, *\$88.70.

Class 250. 11,300 lbs. sheet zinc—Bidder 31, \$834.45; 35, *\$814.42; 131, \$907.25; 132, \$836.20; 134, \$843.58.

Class 251. 1,200 lbs. sheet gum packing—Bidder 82, \$1,188; 96, \$1,140, part, *\$285; 110, \$1,800; 132, \$1,332; 145, \$1,440; 155, \$1,290; 172, \$1,176; 196, \$1,368; 223, \$1,308.

†Class 252. 500 lbs. sheet gum packing—Bidder 82, \$395; 96, \$425; 132, \$395; 145, \$400; 155, \$575; 172, \$355; 196, \$322.50; 223, \$295.

†Class 253. 1,000 lbs. sheet packing—Canceled.

†Class 254. 1,500 lbs. black packing—Canceled.

†Class 255. 200 lbs. spiral packing—Canceled.

†Class 256. 50 lbs. spiral piston packing—Canceled.

†Class 257. 7,500 lbs. asbestos packing—Canceled.

†Class 258. 24 doz. rubber valves and 2,000 rubber rings—Bidder 110, \$334.80; 133, \$422.14; 145, \$372.52; 155, \$474; 196, \$376; 203, \$232.

Class 259. 20,000 gals. marine engine oil—Bidder 47, *\$5,575; 57, \$6,080; 76, \$6,666; 142, \$9,000; 214, \$5,650.

Class 260. 3,000 gals. raw linseed oil—Bidder 28, \$1,288.50; 57, \$1,317; 76, \$1,346.40; 91, \$1,498.50; 179, *\$1,275.

Class 261. 5,000 gals. mineral oil—Bidder 76, *\$905.50; 199, \$950.

Class 262. 150 gals. aluminum paint—Bidder 40, \$337.50; 57, *\$291; 63, \$313.50; 64, \$300; 113, \$352.50; 203, \$313.50.

†Class 263. 1,500 lbs. chloride of calcium—Bidder 53, \$51; 91, \$39.30; 132, \$48.60; 190, \$37.20.

Class 264. 1,000 lbs. concentrated lye—Bidder 40, \$44; 91, \$43.20; 176, \$53.75; 190, *\$40.80; 206, \$54.

†Class 265. 2,000 lbs. rosin—Bidder 91, \$116.10; 132, \$102; 190, \$111.

†Class 266. 4,000 gals. turpentine—Bidder 76, \$5,009.96; 91, \$3,249.60; 199, \$3,029.20.

Class 267. 15,000 gals. orange gum shellac—Bidder 137, \$4,696.92; 184, *\$8,250.

†Class 268. 500 lbs. marine glue—Bidder 2, \$77.50; 17, \$45; 40, \$49.75; 91, \$85; 123, \$44.50; 202, \$47.50.

Class 269. Seamless drawn copper pipe and tubing—Bidder, 5, \$1,632.57; 19, \$1,678.42; 33, \$1,646.27; 102, \$1,632.27; 174, *\$1,616.18; 176, \$1,602.57.

†Class 270. 500 lbs. seamless drawn tubing—Bidder 5, \$118.75; 19, \$122; 33, \$120; 102, \$118.75; 174, \$117.55; 176, \$123.

†Class 271. 2,500 ft. wrought iron steam pipe—Bidder 110, \$1,100; 126, \$1,030.

Class 272. 14 doz. angle valves and 16 doz. globe valves—Bidder 75, \$646.56; 96, *\$320; 110, \$352.38; 115, \$663; 132, \$320.76.

Class 273. 5 doz. gate valves—Bidder 43, \$361.08, part *\$266.64; 96, \$508.30; 110, \$426; 115, \$377.20; 137, \$509.01.

Class 274. Brass bushings, elbows and unions and cast iron elbows—Bidder 104, *\$453.90; 132, \$487.89.

†Class 275. 12 doz. oil cups—Bidder 80, \$30.75; 110, \$79.20; 115, \$104.40; 132, \$58.50; 227, \$105.95.

†Class 276. 6 steam traps—Bidder 73, \$120; 80, \$198.84; 110, \$176.10; 127, \$198; 132, \$144.

Class 277. 800 pkgs. blotting paper and 10 rms. blotting paper—Bidder 55, \$136; 149, *\$115.80; 159, \$101.32; 171, \$138.80; 215, \$120.70; 225, \$152.

Class 278. 30 rms. sandpaper—Bidder 36, \$165 and \$153.90; 55, *\$141; 132, \$145.20; 149, \$152.10; 159, \$105 and \$150; 171, \$150.

Class 279. 160 doz. memo. books—Bidder 55, \$372.50; 149, \$350.50; 159, \$389.70; 208, *\$344.50; 215, \$360.20.

Class 280. 300 8-oz. btls. drawing ink—Bidder 55, \$390; 58, \$441; 108, \$441; 118, \$441; 149, \$441; 159, *\$330; 166, \$330; 189, \$330; 191, \$441; 208, \$441.

Class 281. 757 doz. memo. pads—Bidder 55, *\$234; 149, \$269.50; 159, \$218.52, \$289.50, \$386.50 and \$295; 208, \$342.75; 215, \$327.11.

Class 282. 55,000 shipping tags—Bidder 29, *\$159.90; 36, \$201.75; 55, \$170.75; 132, \$207.20; 149, \$186.50; 159, \$194; 215, \$206.70; 219, \$311.50.

Class 283. Miscellaneous supplies—Bidder 55, \$547.43 and \$487.43; 149, \$543.81; 208, *\$512.82; 225, \$679.22.

Class 284. 25 lbs. insulating tape—Bidder 224, *\$15.50.

Class 285. 300 lbs. flax twine—Bidder 37, *\$99; 55, \$106.50; 80, \$101.07.

Class 286. 1,500 yds. muslin and 1,000 yds. binding tape—Bidder 13, \$146.83; 25, \$152.88; 36, informal, part of class; 37, \$144.25; 55, \$141.25; 132, \$138.60; 192, \$131.10, part *\$123.60; 207, \$138.75.

Class 287. 1,000 yds. dowlas linen—Bidder 13, \$247.50; 25, \$275; 37, \$243.75; 55, \$265; 212, \$275; 132, \$262; 148, \$255; 192, *\$247.40 and \$279; 225, \$249.

Class 288. 150 agate salt shakers—Bidder 132, \$42; 192, *\$37.50; 225, \$39.75.

Class 289. 45 rms. garnet paper—Bidder 14, \$188.20; 40, \$198.22; 65, \$188.20; 80, \$191.50; 96, *\$184; 190, \$193.60; 215, \$188.20.

†Class 290. 250 thermometers—Bidder 53, \$200; 80, \$174.50; 111, \$113; 118, \$193.75; 127, \$580; 133, \$144.50; 149, \$196.50; 185, \$178.50; 191, \$185.50; 212, \$178.74.

Class 291. 12 doz. hand lamps—Bidder 80, \$74.76; 116, *\$46.80; 132, \$63.60; 133, \$75.60; 154, \$66; 216, \$78.

Class 293. 500 lbs. lampwick—Bidder 55, \$125; 132, \$102; 154, \$110.

†Class 294. Single and double leather belting—Bidder 42, \$1,435.50; 96, \$1,405.85; 99, \$1,735.50; 117, \$1,435; 132, \$1,847.25; 133, \$1,576.87; 194, \$1,536.55.

Class 295. 15,000 pkgs. toilet paper—Bidder 48, \$1,125; 149, *\$1084.50; 159, \$1,455; 215, \$1,120.50.

OPENED NOVEMBER 21, 1906.

Bidder 1. Abraham & Straus, 420 Fulton street, Brooklyn, N. Y.

2. Ammon & Mackel, 81 Chambers street, New York.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

3. American Steam Packing Co., 60 Federal street, Boston, Mass.
4. American Lumber and Manufacturing Co., Pittsburg, Pa.
5. American Glue Co., 121 Beverly street, Boston, Mass.
6. Ansonia Brass and Copper Co., 99 John street, New York.
7. American Electric Telephone Co., State and 14th streets, Chicago, Ill.
8. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.
9. Armour & Co., 205 La Salle street, Chicago, Ill.
10. Acme Metal Novelty Works, 241 Centre street, New York.
11. R. Carter Ballantyne, Washington, D. C.
12. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.
13. Brill Bros., 47 Cortlandt street, New York.
14. Belmont Iron Works, 22d street and Washington avenue, Philadelphia, Pa.
15. Bethlehem Steel Co., South Bethlehem, Pa.
16. F. S. Banks & Co., 90 Wall street, New York.
17. Baird Machinery Co., 123 Water street, Pittsburg, Pa.
18. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.
19. Benedict & Burnham Manufacturing Co., 37 Park place, New York.
20. George F. Blake Manufacturing Co., 114 Liberty street, New York.
21. Boston Steam Specialty Co., 170 Congress street, Boston, Mass.
22. John Briggs & Co., 14 Washington street, Boston, Mass.
23. Boston Belting Co., 256 Devonshire street, Boston, Mass.
24. Buffalo Forge Co., Buffalo, N. Y.
25. Bridgeport Brass Co., 253 Broadway, New York.
26. A. S. Bacon Son, Savannah, Ga.
27. Boston Woven Hose and Rubber Co., Cambridge, Mass.
28. Burk Electric Co., Erie, Pa.
29. A. W. Barnes, 390 Driggs avenue, Brooklyn, N. Y.
30. Albert E. Bobo, 312 Quincy street, Brooklyn, N. Y.
31. Becker-Brainard Milling Machine Co., Hyde Park, Mass.
32. Buffalo Scale Co., Buffalo, N. Y.
33. Buckeye Iron and Brass Works, Dayton, Ohio.
34. Commercial Electrical Supply Co., St. Louis, Mo.
35. Crucible Steel Co. of America, Pittsburg, Pa.
36. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
37. Chapman Valve Manufacturing Co., Indian Orchard, Mass.
38. Columbia Incandescent Lamp Co., St. Louis, Mo.
39. Crane Co., 165 Jackson street, Seattle, Wash.
40. Charles E. Clapham, 1 New Bowery, New York.
41. Crowley & Conlon, Vallejo, Cal.
42. Coe Brass Manufacturing Co., Ansonia, Conn.
43. Chandler & Farquhar Co., 36 Federal street, Boston, Mass.
44. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.
45. Columbus Steel Rolling Shutter Co., Columbus, Ohio.
46. James Clendenin, P. O. box 1002, Baltimore, Md.
47. Chadwick Boston Lead Co., 162 Congress street, Boston, Mass.
48. R. B. Corey, 26 Cortlandt street, New York.
49. J. Ross Collins, 197 West street, New York.
50. Wm. Wirt Clarke & Son, Baltimore, Md.
51. Carpenter Steel Co., Reading, Pa.
52. James S. Clark, 143 Maiden lane, New York.
53. Driggs-Seabury Ordnance Corporation, Sharon, Pa.
54. C. & C. Electric Co., 249 Broadway, New York.
55. R. P. Clarke Co., Washington, D. C.
56. Thomas Carlin's Sons Co., Allegheny, Pa.
57. Carnegie Steel Co., Pittsburg, Pa.
58. Climax Stationery Co., 29 Sullivan street, New York.
59. Joseph F. Curran, 56 Leonard street, New York.
60. Crocker-Wheeler Co., Ampere, N. J.
61. D'Olier Engineering Co., 126 S. 11th street, Philadelphia, Pa.
62. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
63. O. A. Dazenbaker, Washington, D. C.
64. Dodge-Davis Manufacturing Co., Bristol, N. H.
65. M. T. Davidson, 43 Keap street, Brooklyn, N. Y.
66. John B. Dauchy, 116 Broad street, New York.
67. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
68. Electro Dynamic Co., Bayonne, N. J.
69. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
70. Eastern Drug Co., 14 Fulton street, Boston, Mass.
71. Joseph Edwards & Co., 414 Water street, New York.
72. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
73. F. W. Evers, 225 Fourth avenue, New York.
74. Export Lumber Co., Pensacola, Fla.
75. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
76. Frank H. Filley, 4th street and Washington avenue, St. Louis, Mo.
77. Henry Frank, 40 Spruce street, New York.
78. George Focht Sons, Hoboken, N. J.
79. Fiske Bros. Refining Co., 15 Old Slip, New York.
80. Fitz, Dana & Co., 110 North street, Boston, Mass.
81. Fairbanks Co., 416 Broome street, New York.
82. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
83. R. W. Geldart, 2 Stone street, New York.
84. General Electric Co., Schenectady, N. Y.
85. Arthur Gamwell, Seattle, Wash.
86. A. D. Granger Co., 95 Liberty street, New York.
87. John Greig, 281 W. 11th street, New York.
88. Gregg Co., Ltd., 1 Broadway, New York.
89. Gotham Tin Can Works, 3 North William street, New York.
90. Garlock Packing Co., 136 Liberty street, New York.
91. R. C. Hoffman & Co., Baltimore, Md.
92. A. L. Hirsh, 368 Greenwich street, New York.
93. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
94. Heywood Bros. & Wakefield Co., 129 Charlton street, New York.
95. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.
96. Edward Holden & Co., 63 Elm street, Boston, Mass.; informal, no guarantee.
97. Henshaw, Bulkley & Co., 48 Fremont street, San Francisco, Cal.
98. Hadwin Houghton, 117 Fulton street, New York.
99. J. W. Hunnewell & Co., 148 Commercial street, Boston, Mass.
100. Helios Manufacturing Co., Bridesburg, Pa.
101. Hoshier-Platt Co., 120 Liberty street, New York.
102. Hart Packing Co., 145 Hite street, Boston, Mass.
103. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
104. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
105. Hazard Manufacturing Co., 50 Dey street, New York.
106. Hooper, Lewis & Co., 107 Federal street, Boston, Mass.
107. Hallidie Machinery Co., Seattle, Wash.

Schedule of proposals for naval supplies—Continued.

108. A. W. Harris Oil Co., Providence, R. I.
109. Hohmann & Maurer Manufacturing Co., 85 Chambers street, New York.
110. Independent Incandescent Lamp Co., St. Louis, Mo.
111. Independent Pneumatic Tool Co., Chicago, Ill.
112. Ingersoll-Rand Co., 11 Broadway, New York.
113. James & Abbott Co., 165 Milk street, Boston, Mass.
114. H. W. Johns-Manville Co., 100 William street, New York.
115. Jenkins Bros., 71 John street, New York.
116. George R. Johnson, Light and Lee streets, Baltimore, Md.
117. Jenkins Manufacturing Co., 13 Park Row, New York.
118. Lewis H. Jones, Detroit, Mich.
119. H. T. Kent, Clifton Heights, Pa.
120. J. B. Kendall, Washington, D. C.
121. Kennedy Valve Manufacturing Co., 57 Beekman street, New York.
122. Thomas Kells Sons Co., 240 India street, Brooklyn, N. Y.
123. Kinnear Manufacturing Co., Columbus, Ohio.
124. E. F. Keating Co., 452 Water street, New York.
125. Lenher Engineering Co., 39 Cortlandt street, New York.
126. John Lucas & Co., 322 Race street, Philadelphia, Pa.
127. F. H. Lovell & Co., Arlington, N. J.
128. J. H. Leonard & Co., 15 Park Row, New York.
129. Lumsden & Van Stone Co., 69 High street, Boston, Mass.
130. Otto Luhn & Co., 117 Diamond street, San Francisco, Cal.
131. Lunkenheimer Co., Cincinnati, Ohio.
132. Jones & Lamson Machine Co., Springfield, Vt.
133. Lamb, Finlay & Co., 256 Church street, New York.
134. J. J. McCaskill Co., Freeport, Fla.
135. A. J. Marcuse, 11 Broadway, New York.
136. MacDougall & Southwick Co., Seattle, Wash.
137. James R. Michael, 280 Broadway, New York.
138. Monongahela Iron and Steel Co., Pittsburg, Pa.
139. Midvale Steel Co., Philadelphia, Pa.
140. R. W. Mastick, 308 Sacramento street, San Francisco, Cal.
141. Mechanical Rubber Co., Cleveland, Ohio.
142. Jandus Electric Co., Cleveland, Ohio.
143. Manufacturers' Can Co., Newark, N. J.
144. A. Moses Sons & Co., 73 Wooster street, New York.
145. Montgomery & Co., 105 Fulton street, New York.
146. Massasoit Manufacturing Co., Fall River, Mass.
147. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
148. F. P. May & Co., Washington, D. C.
149. McCall Bros., Washington, D. C.
150. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
151. Howard W. Middleton Co., 945 Ridge avenue, Philadelphia, Pa.
152. John W. Masury & Son, New York.
153. Motley, Green & Co., 66 Broad street, New York.
154. W. B. Moses & Sons, Washington, D. C.
155. R. H. Macy & Co., Broadway and 34th street, New York.
156. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
157. Manning, Maxwell & Moore, 85 Liberty street, New York.
158. Manhattan Supply Co., 127 Franklin street, New York.
159. Nordhoff & Co., Seattle, Wash.
160. New York Boat Oar Co., 69 West street, New York.
161. Nicolette Lumber Co., Nicolette, W. Va.
162. New Jersey Asbestos Co., 52 Dey street, New York.
163. National Electrical Supply Co., Washington, D. C.
164. New York Lubricating Oil Co., 116 Broad street, New York.
165. New Jersey Foundry and Machine Co., 9 Murray street, New York.
166. Old Dominion Paper Co., Norfolk, Va.
167. J. Edward Ogden Co., 147 Cedar street, New York.
168. Penn Metal Ceiling and Roofing Co., Ltd., 559 Atlantic avenue, Boston, Mass.
169. Pittsburg Tool Steel Wire Co., Monaca, Pa.
170. Phoenix Paint and Varnish Co., 194 Market street, Philadelphia, Pa.
171. B. Y. Pippey Co., 45 Leonard street, New York.
172. Patton Paint Co., Newark, N. J.
173. Pacific Hardware and Steel Co., Fremont and Mission streets, San Francisco, Cal.
174. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
175. Pettingell-Andrews Co., 160 Pearl street, Boston, Mass.
176. Page Belting Co., Concord, N. H.
177. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
178. Pittsburg Plate Glass Co., 41 Sudbury street, Boston, Mass.
179. Pioneer Soap Co., 220 California street, San Francisco, Cal.
180. S. M. Price Machinery Co., Norfolk, Va.
181. Porter Co., 194 Water street, New York.
182. Randolph-Clowes Co., Waterbury, Conn.
183. Republic Rubber Co., 47 Warren street, New York.
184. John J. O'Rourke, 5 Worth street, New York.
185. John A. Roebblings Sons Co., 117 Liberty street, New York.
186. H. A. Rogers Co., 19 John street, New York.
187. Royce & Ricketts, Washington, D. C.
188. Hugh Reilly, Washington, D. C.
189. Wm. C. Robinson & Son Co., 336 North street, Baltimore, Md.
190. Rudolph & West Co., Washington, D. C.
191. H. Rosenthal & Bro., 418 West Broadway, New York.
192. R. P. Rowe, 100 William street, New York.
193. John B. Roache, 350 Fulton street, Brooklyn, N. Y.
194. L. M. Rumsey Manufacturing Co., St. Louis, Mo.
195. Railway Supply and Manufacturing Co., Cincinnati, Ohio.
196. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
197. Norman I. Rees, 39 Franklin street, New York.
198. Rochester Stamping Co., Rochester, N. Y.
199. Rider & Cotton, Portsmouth, N. H.
200. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
201. Rome Brass and Copper Co., Rome, N. Y.
202. Raritan Paint Co., New Brighton, N. Y.
203. Riehle Bros. Testing Machine Co., Philadelphia, Pa.
204. Richard C. Remmey Sons Co., Philadelphia, Pa.
205. Stroudsburg Engine Works, Stroudsburg, Pa.
206. Standard Scale and Supply Co., Pittsburg, Pa.
207. F. A. Schmidt, Washington, D. C.
208. Shaw Engineering and Contracting Co., 709 Broadway, New York.
209. Osgood Sayen, 518 Arcade Building, Philadelphia, Pa.
210. Standard Oil Co., 26 Broadway, New York.
211. Smith-Courtney Co., Richmond, Va.
212. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
213. Southard & Co., 11 Broadway, New York.

Schedule of proposals for naval supplies—Continued.

214. Sherman-Brown-Clements Co., 55 Dey street, New York.
 215. Sprague Electric Co., 527 W. 34th street, New York.
 216. Standard Oil Co., Baltimore, Md.
 217. Sheet Metal Manufacturing Co., Niles, Ohio.
 218. Safety Armorite Conduit Co., Pittsburg, Pa.
 219. Shelby Steel Tube Co., Pittsburg, Pa.
 220. Levi Strauss & Co., 14 Battery street, San Francisco, Cal.
 221. Shelby Electric Co., Shelby, Ohio.
 222. Sherwin-Williams Co., Cleveland, Ohio.
 223. D. Samuels' Lace House Co., Sutter street, corner of Grant avenue, San Francisco, Cal.
 224. Standard Electrical Manufacturing Co., Flatiron Building, New York.
 225. George C. Thomas, 26 Cortlandt street, New York.
 226. Edward A. Temple, 100 William street, New York.
 227. F. R. Thorns, 112 Duane street, New York.
 228. D. A. Tower, 306 Broadway, New York.
 229. Walter B. Timms, 61 Hudson street, New York.
 230. Charles J. Tagliabue, 53 Fulton street, New York.
 231. Taunton-New Bedford Copper Co., New Bedford, Mass.
 232. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
 233. Universal Supply Co., 200 Broadway, New York.
 234. United Marine Supply Co., 97 Warren street, New York.
 235. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
 236. Union Steam Pump Co., Battle Creek, Mich.
 237. Vermilye & Power, 17 Battery place, New York.
 238. Robert H. Van Shaach Co., Chicago, Ill.
 239. Ernest Wiener Co., 68 Broad street, New York.
 240. Wilhelm Telephone Manufacturing Co., Buffalo, N. Y.
 241. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 242. Western Electric Co., 463 West street, New York.
 243. Woodward, Wight & Co., Ltd., New Orleans, La.
 244. J. R. Wettstein, 71 Broadway, New York.
 245. James G. Wilson Manufacturing Co., 3 W. 29th street, New York.
 246. Washington Broom and Woodware Co., Seattle, Wash.
 247. Wetherill & Bro., 126 S. 30th street, Philadelphia, Pa.
 248. Westinghouse Electric and Manufacturing Co., Baltimore, Md.
 249. White Hardware Co., Norfolk, Va.
 250. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 251. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 252. F. E. Wilkinson, 90 West Broadway, New York.
 253. John Wanamaker, Broadway and 10th street, New York.
 254. Walter A. Zelnicker Supply Co., St. Louis, Mo.
 255. Brentano's, Inc., Washington, D. C.
 256. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
 257. Wm. G. Johnson, Seattle, Wash.
 258. Norman B. Livermore, Rialto Building, San Francisco, Cal.

SCHEDULE 177.—*Yards and Docks.*

Class 1. Delivered at New York or Mare Island—6 steel rolling shutters—Bidder 45, 1, \$672; 1a, \$816; 123, 1, \$540.30; 1a, \$642; 158, 1, \$590.40; 1a, \$744; 225, 1, \$130.50; 1a, \$142.98; 245, 1, \$498; 1a, \$618.

*Accepted.

Class 2. Mare Island—1 double cylinder double friction drum hoisting engine—Bidder 58, \$1,714.80; 86, \$1,790; 95, \$1,551; \$1,585; \$1,675; 97, \$1,925; 125, \$1,421; 187, \$1,850; 194, \$1,870; 205, \$1,516; 225, \$1,722; 232, \$1,552; 254, \$1,945; 258, \$1,770.

SCHEDULE 178.—*Equipment.*

Class 11. Puget Sound—500 lbs. brass wire—Bidder 19, \$93; 46, \$93; 85, \$110; 93, \$93; 103, \$93; 107, \$100; 156, \$93; 173, \$98.

Class 12. Puget Sound—Interior fittings and box connections—Bidder 107, \$908; 127, \$379.30; 242, \$419.

Class 13. Puget Sound—10,000 lbs. salt water soap—Bidder 29, \$460; 85, \$850; 92, \$587; 130, \$319; 179, \$344; 200, \$350.

SCHEDULE 179.—*Construction and repair.*

Class 21. Mare Island—1 5-horsepower 220-volt shunt round direct current motor—Bidder 28, \$180.85; 60, \$167; 67, \$182; 84, \$155; 208, \$225.50; 215, \$167.

†Class 22. Mare Island—1 motor and attachment for lathe—Bidder 54, \$174.

Class 23. Mare Island—2 self-feeding rip-saw tables—Bidder 95, \$1,516 and \$1,546; 97, \$1,250 and \$2,716; 232, \$1,194.

Class 24. Mare Island—1 No. 2 die-sinking machine—Bidder 31, \$695; 95, \$570 and \$620; 177, \$3590.

Class 25. Mare Island—1 surface grinding machine—Bidder 97, \$715 and \$880; 104, \$925; 177, \$3781.

Class 26. Mare Island—23 mirrors—Bidder 62, \$166.05; 85, \$447.50; 92, \$195.04; 128, \$136.85; 234, \$155.25.

Class 27. Mare Island—3,400 lbs. brass rod and 450 lbs. brass rod—Bidder 19, \$735.26; 46, \$735.22; 85, \$831.25; 93, \$735.24; 103, \$735.26; 173, \$733.30; 182, informal; 231, \$697.50.

SCHEDULE 180.—*Supplies and Accounts.*

Class 31. Puget Sound—27 doz. brushes—Bidder 8, \$181.55; 191, \$173.90.

Class 32. Puget Sound—15 doz. corn brooms—Bidder 85, \$73.50; 158, \$81; 200, \$55.80; 246, \$59.25.

Class 33. Puget Sound—2,000 yds. Dowlas linen—Bidder 13, \$500; 41, \$719.80; 55, \$544; 85, \$720; 133, \$535; 136, \$670; 158, \$548; 159, \$490; 200, \$700; 220, \$600; 223, \$575.

Class 34. Puget Sound—2,000 yds. cotton sheeting, 1,000 yds. mattress ticking, 150 rolls mattress binding, and 100 rolls spool thread—Bidder 41, \$541.52; 55, \$582; 85, \$632.50; 136, \$569.50; 158, \$550; 159, \$602.50; 200, \$550.50; 220, \$535.

Class 35. Puget Sound—1,000 lbs. brads, 500 gross hammer handles, and 600 lbs. wire—Bidder 158, \$301; 257, \$293.65.

Class 36. Puget Sound—200 lbs. hydraulic leather and 10 bundles lacing leather—Bidder 107, \$380; 140, \$92; 176, \$100.

Class 37. Puget Sound—14 doz. brass bushings and 27 doz. brass ellis—Bidder 39, \$82.51; 107, \$160.50; 117, \$89.14.

SCHEDULE 196.—*Supplies and Accounts.*

†Class 41. 20,000 blankets—Bidder 119, \$75,000; 171, \$53,800; 253, \$54,266.

SCHEDULE 199.—*Yards and Docks.*

Class 51. 10 white canvas tarpaulins—Bidder 13, \$547.50; 16, \$477.50; 153, \$119; 158, \$664; 178, informal; 227, \$567.50; 253, \$570.

Class 52. Guantanamo—Brass screws, copper rivets and burrs, hammers, saws, chalk lines, tools, hardware, etc.—Bidder 153, \$522.55; 250, \$532.50.

Class 53. Guantanamo—1,900 lbs. wire nails—Bidder 46, \$51.30; 55, \$108.30.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 54. Guantanamo—100,000 ft. yellow pine—Bidder 26, \$4,200; 69, *\$3,380.

Class 55. Guantanamo—1 cement testing machine, 2 scales, pans, needles, molds, and other parts for machine—Bidder 81, \$360; 162, \$126; 203, *\$355.75.

SCHEDULE 203.—Construction and Repair.

Class 61. 97,000 ft. white oak, delivered at Boston, Portsmouth, New York, and Pensacola—Bidder 69, \$8,487.50; 75, *\$6,790; 85, \$7,226.50; 113, \$8,245; 116, \$8,676.65; 213, \$6,668.65.

Class 62. 204,000 ft. No. 1 white oak plank, deliveries as class 61—Bidder 69, *\$15,300; 75, \$15,912; 85, \$16,207.80; 116, \$18,921; 213, \$16,677.

Class 63. 25,000 ft. white oak for bending purposes, delivered at Mare Island and Puget Sound—Bidder 69, \$2,812; 75, \$2,712.50; 85, *\$2,687.50; 113, \$3,100; 213, \$2,993.75.

Class 64. 125,000 ft. No. 1 white oak plank, delivered at Mare Island and Puget Sound—Bidder 4, \$17,500; 69, \$14,062.50; 75, \$14,487.50; 85, \$13,675; 161, *\$13,428.50; 213, \$15,931.25.

SCHEDULE 211.—Yards and Docks—Pensacola delivery.

Class 71. 3 sets twist drills—Bidder 104, \$45.74; 128, \$45.78; 145, \$45.74; 190, *\$45.64; 243, \$61.98.

Class 72. 1 length cold rolled steel casting and 3 adjustable ball-and-socket iron ceiling hangers—Bidder 128, *\$53.

Class 73. Tools—Bidder 145, \$80.10; 158, \$104.30; 243, *\$60.30.

Class 74. 325 sheets galvanized corrugated sheet steel roofing and 200 lbs. galvanized sheet hoop steel—Bidder 46, \$594.25; 91, \$532.65; 104, \$530.50; 120, \$546.35; 154, \$715.70; 168, *\$529.30; 217, \$552.55.

Class 75. 200 lbs. steel rivets, 1,250 lbs. soft steel sheets, and 250 lbs. round iron—Bidder 226, *\$61.20.

Class 76. 54 boiler tubes—Bidder 71, *\$125.82; 219, \$143.64.

Class 77. 39 lin. ft. wrought iron pipe and a quantity of fittings—Bidder 71, *\$322.60; 124, \$439.10.

Class 78. Spiral riveted sheet steel pipe—Bidder 16, *\$238; 71, \$262.70; 104, \$254.40; 120, \$247.45; 156, \$281.75; 154, \$285.

Class 79. 1 telescope expansion pipe—Bidder 71, *\$166; 124, \$290; 147, \$305; 165, \$176.

Class 80. 1 double gate valve—Bidder 71, *\$48.25; 124, \$110; 147, \$126.50; 154, \$64.

Class 81. 2 lengths corrugated suction hose—Bidder 27, *\$258; 71, \$392.80; 104, \$355; 141, \$340; 183, \$440.

Class 82. Dredge pipe—Bidder 71, *\$746.20; 165, \$795.

Class 83. 4 rubber sleeves—Bidder 71, *\$153.12; 82, \$220; 104, \$197; 141, \$232; 183, \$216.

SCHEDULE 212.—Equipment—Pensacola delivery.

Class 91. Electric fixtures, Navy standard—Bidder 127, *\$578.70; 181, \$613; 242, \$677.40.

Class 92. About 5,000 lbs. bolts, nuts, and spikes—Bidder 18, \$182.16; 157, \$179.72; 214, *\$135.32; 243, \$138.03.

Class 93. 187,748 ft. yellow pine timber—Bidder 4, \$4,603.70; 26, \$5,632.44; 69, *\$4,224.33; 74, \$5,341.43; 134, \$5,632.44.

Class 94. 8,000 lbs. mild steel—Bidder 14, \$200; 35, \$172; 46, \$179.20; 57, \$178.40; 120, \$184; 139, \$340; 226, \$232; 243, *\$163.20.

Class 95. 2,320 lbs. plate steel—Bidder 14, \$52.20; 35, \$52.20; 46, \$53.13; 57, \$68.21; 91, *\$51.97; 120, \$58; 226, \$67.28; 243, \$91.64.

Class 96. 30,173 lbs. steel rails—Bidder 14, \$678.90; 91, \$675.88; 104, *\$603.46; 225, \$627.59.

Class 97. 16 prs. flanged railroad wheels—Bidder 16, \$256; 83, \$441.60; 165, *\$268.80.

†Class 98. 4 sets ironwork and working parts for 2-ton railway scale—Bidder 32, \$220; 206, \$216 and \$220; 239, \$240; 254, \$321.20.

*Accepted.

SCHEDULE 213.—Construction and Repair—Pensacola delivery.

Class 101. 2,500 ft. weatherproof wire—Bidder 84, \$49; 163, \$130.50; 242, *\$108.02.

Class 102. 7 electric motors—Bidder 28, \$1,998.10; 54, \$2,058.50; 60, \$2,417; 61, \$2,396.25; 84, *\$1,612; 208, \$1,934.70; 215, \$2,129.

Class 103. 3 air drills and 5 wood-boring machines—Bidder 36, \$610; 112, *\$507.50; 111, \$565.

SCHEDULE 214.—Yards and Docks.

Class 111. League Island—60 arc lamps—Bidder 34, \$705.60 and \$753.60; 84, \$600; 100, \$555; 142, *\$555; 187, \$855; 248, \$666.

Class 112. Portsmouth—Twist drills—Bidder 17, \$108.51; 43, \$88.88; 104, \$88.74; 120, \$87.89; 128, \$87.89; 145, *\$87.50; 186, \$88.87; 190, \$88.90; 199, \$88.67; 249, \$96.95; 256, \$88.54.

Class 113. Portsmouth—Drill rods, drills, countersinks, gage drills, milling cutters, etc.—Bidder 17, \$106.40; 43, \$101.76; 104, \$91.60; 120, \$43.64, part; 145, *\$84.33; 186, \$95.11; 199, \$130.02.

SCHEDULE 215.—Equipment.

Class 121. New York—50,000 ft. steel enameled conduit—Bidder 34, \$2,430; 48, *\$2,204; 150, \$2,230; 218, \$2,206; 242, \$2,477.30; 251, \$2,225.74.

Class 122. New York—15,000 ft. twin lighting wire—Bidder 84, \$1,545; 105, \$2,933.70; 242, *\$2,490.

Class 123. Portsmouth—6 steel coal buckets—Bidder 78, *\$255; 83, \$257.82; 101, \$279.96, \$276.60, and \$228.40; 104, \$405; 145, \$260.70; 157, \$296.40; 158, \$324; 167, \$265.80; 225, \$255.90; 233, \$270.42; 237, \$273.90; 239, \$279.90.

SCHEDULE 216.—Ordnance.

Class 131. Washington—2,000 steel balls and 107 nuts—Bidder 214, *\$58.95.

Class 132. Washington—277 items of files—Bidder 12, \$2,734.84; 76, \$3,648.70; 148, \$2,732.35; 190, *\$2,541.07.

Class 133. Washington—25,000 lbs. round machine steel—Bidder 15, \$1,125; 18, \$1,297.50; 35, *\$675; 91, \$782.50; 120, \$725; 139, \$750; 226, \$917.50.

Class 134. Washington—5,150 lbs. nickel steel forgings—Bidder 15, \$1,692.54; 35, *\$1,071.45; 51, \$1,790.55; 53, \$1,351.80; 139, \$1,090.51; 165, \$1,267.80.

Class 135. Washington—342,240 lbs. oil for making gas—Bidder 216, *\$4,887.18.

Class 136. Washington—208 gals. raw linseed oil—Bidder 66, \$95.68; 79, \$93.60; 188, *\$76.96; 212, \$82.16; 216, \$79.04.

Class 137. Washington—52 gals. turpentine, 300 lbs. black paint, 500 lbs. metallic bronze, 2,000 lbs. ready mixt paint, 200 lbs. yellow ochre—Bidder 66, *\$210.40; 67, \$241.39; 126, \$216.09; 170, \$212.78; 172, \$233.50; 188, \$316.90; 202, informal, part of class; 212, \$214.61; 216, informal, part of class.

Class 138. Washington—1,500 lbs. white lead in oil—Bidder 79, \$101.25; 126, \$97.20; 170, \$97.50; 172, \$102; 188, \$97.50; 212, \$98.85; 244, *\$93.75; 247, \$101.25.

Class 139. Washington—1,000 lbs. red lead, dry—Bidder 79, \$67.50; 188, *\$65; 212, \$65.90; 244, \$65; 247, \$67.50.

Class 140. Washington—390 lbs. brass tubing—Bidder 18, \$85.76; 19, \$82.29; 25, *\$81.51; 182, \$84.63; 201, \$85.80.

SCHEDULE 217.—Construction and Repair.

Class 141. New York—1,575 lbs. copper rivets, bolt nails, burs, tacks, and brass—Bidder 46, \$425.12; 93, *\$386.66; 193, \$393.

Class 142. New York—1,500 carriage bolts—Bidder 167, \$39.15; 193, \$37.42; 233, *\$36.

Class 143. New York—365 lbs. steel wire brass, 500 lbs. bolt nails, and 900 lbs. galvanized iron nails—Bidder 46, *\$60.32; 193, \$64.37.

Class 144. Norfolk—Auger bits, gimlet bits, and drill bits—Bidder 240, *\$270.25.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 145. Norfolk—14 doz. twist drills—Bidder 17, \$40.25; 104, \$40.17; 120, \$40.27; 128, \$40.27; 145, \$42.19; 157, \$41.68; 158, \$43.50; 180, \$43.10; 186, \$40.31; 190, \$40.28; 214, \$37.70; 233, \$38.45; 249, \$43.47; 256, \$39.42.

Class 146. New York—130 gross brass wood screws—Bidder 76, \$75.34; 104, \$76.42; 190, \$77.92; 214, \$73.80; 230, \$83.66; 256, \$73.15.

Class 147. New York—84 boxes jack chain and 30 lbs. pins—Bidder 93, \$74.83; 145, \$66.90; 158, \$71.94; 193, \$78.45; 233, \$71.76; 249, \$72.30; 256, \$65.10.

Class 148. Boston—1 14-in. chucking outfit—Bidder 132, \$180.

Class 149. Boston—5 chain blocks, heavy capacity—Bidder 12, \$284; 16, \$224.25; 17, \$284; 21, \$284; 43, \$288.95; 50, \$266.25; 120, \$280.25; 145, \$280.25; 158, \$247; 167, \$251.79; 193, \$392.25; 237, \$231.80; 256, \$248.

Class 150. Boston—Hardware—Bidder 12, \$70.50; 145, \$110.43; 158, \$121.16; 193, \$139.85; 256, \$51.03.

Class 151. Boston—Tools—Bidder 12, \$391.80; 145, \$303; 158, \$228.10; 256, \$235.33.

Class 152. Boston—Hoop brass, brass rod, sheet copper, galvanized hoop iron, and tool steel—Bidder 46, \$40.22; 256, \$35.95.

Class 153. New York—400 lbs. copper rods and 700 lbs. sheet copper—Bidder 6, \$220.29; 25, \$220.29; 35, \$220.29; 46, \$220.29; 93, \$220.29; 118, \$220.29; 231, \$220.29.

Class 154. Boston—25 lbs. sheet gum gaskets—Bidder 21, \$50; 23, \$30; 82, \$31.25; 104, \$25; 124, \$35; 209, \$31.25.

Class 155. Boston—72 ft. suction hose, 10 extra spanners—Bidder 21, \$319.50; 23, \$248.55; 82, \$236.25; 183, \$237.70; 209, \$243.75.

Class 156. Boston—Cocks, flanges, pipe plugs, etc.—Bidder 21, \$145.57; 124, \$144.25; 147, \$151.30; 158, \$112.90.

Class 157. New York—300 camp chairs—Bidder 30, \$800; 73, \$499.50; 94, \$747; 154, \$1,068.75; 155, \$525.

Class 158. Boston—Plain and plate glass, lights and lenses—Bidder 62, \$210.45; 178, \$183.20.

Class 159. New York—14 rms. sandpaper—Bidder 5, \$30.59; 50, \$35; 76, \$35; 92, \$35.56; 104, \$27.58; 157, \$25.97; 233, \$30.60; 249, \$31.85.

Class 160. New York—500 hackmatack knees—Bidder 69, \$2,350; 116, \$1,322; 122, \$797.50; 241, \$1,120.

Class 161. New York—160 spoon oars—Bidder 160, \$1,120.

SCHEDULE 218.—Steam Engineering.

Class 171. League Island—1 motor—Bidder 60, \$178.90; 84, \$188; 215, \$173.

Class 172. New York—2 electric motors—Bidder 84, \$586; 248, \$533.

Class 173. Portsmouth—1 armature for workshop motor—Bidder 84, \$110.

Class 174. League Island—24 lamp holders—Bidder 157, \$49.92.

Class 175. League Island—1,150 Edison base lamps—Bidder 24, \$1,350; 34, \$182.50; 38, \$205.50; 84, \$205.50; 110, \$182.50; 163, \$182.50; 175, \$182.50; 221, \$205.50; 224, \$182.50; 242, \$205.50; 248, \$205; 251, \$182.50.

Class 176. League Island—3,500 ft. deck cable—Bidder 242, \$110.60; 251, \$95.34.

Class 177. League Island—3,200 ft. alphasduct—Bidder 34, \$791.47; 163, \$144.75; 242, \$130.40; 251, \$146.70.

Class 178. League Island—Electrical supplies—Bidder 163, \$410.08; 172, \$294; 242, \$516.90; 251, \$393.45.

Class 179. Portsmouth—24 gross bolts and 10 lbs. rivets—Bidder 145, \$56.80; 193, \$74.80; 256, \$34.20.

Class 180. Portsmouth—Files—Bidder 17, \$62.78; 145, \$39.74; 148, \$44.05; 172, \$150; 178, \$158; 190, \$41.36; 256, \$37.32.

Class 181. Portsmouth—6 carborundum wheels. Bidder 104, \$24; 158, \$50.60.

Class 182. Portsmouth—152 hammers—Bidder

43, \$66.72; 145, \$51.80; 157, \$52.78; 158, \$55.48; 199, \$53.68; 237, \$54.40; 256, \$52.10.

Class 183. Portsmouth—4 hydraulic jacks—Bidder 17, \$165.60; 50, \$168; 104, \$132.80; 120, \$166; 145, \$162.40; 157, \$161.40; 158, \$178.80; 180, \$142; 186, \$135; 193, \$139.96; 214, \$160.90; 240, \$173.78; 256, \$168.

Class 184. Portsmouth—225 galvanized iron water buckets—Bidder 50, \$147.37; 157, \$149.17; 158, \$122.40; 193, \$104.62; 198, \$146.25; 226, \$112.50; 256, \$167.50.

Class 185. Portsmouth—Twist drills—Bidder 43, \$98.84; 104, \$86.30; 145, \$105.60; 157, \$89.25; 158, \$103.75; 186, \$100.15; 190, \$94.25; 256, \$65.75.

Class 186. Portsmouth—1 valve reseating machine—Bidder 16, \$325; 17, \$312; 83, \$315; 104, \$325; 145, \$325; 157, \$325; 158, \$325; 180, \$325; 186, \$325; 214, \$325.

Class 187. Portsmouth—Milling machine tools—Bidder 17, \$23.29; 31, \$27.90; 158, \$30.87.

Class 188. Portsmouth—6 purchase pulleys—Bidder 16, \$78.75; 17, \$62.01; 50, \$155.40; 120, \$55.75; 145, \$79.40; 157, \$79.43; 158, \$85.40; 193, \$81.76; 237, \$83.44; 256, \$57.75.

Class 189. Portsmouth—1 pump, handy billy—Bidder 117, \$51.50; 124, \$95; 145, \$85; 147, \$106; 157, \$47.50; 256, \$25.

Class 190. New York—12 vertical simplex pressure pumps—Bidder 20, \$648; 65, \$630; 236, \$600.

Class 191. Portsmouth—2 spring scales and 1 platform scale—Bidder 145, \$53.30; 157, \$49; 158, \$54.20; 81, \$37.95.

Class 192. Portsmouth—12 tube scrapers—Bidder 124, \$60.

Class 193. Portsmouth—16 tube cleaners—Bidder 52, \$918.80 and \$320.40; 83, \$901.52; 145, \$928.

Class 194. Portsmouth—3 electric soldering irons, 6 electric torches, and 24 extra batteries—Bidder 34, \$38.21; 163, \$31.55; 242, \$37.35; 256, \$29.29.

Class 195. Portsmouth—6 expanders—Bidder 52, \$58.44; 120, \$39; 124, \$62; 145, \$45; 147, \$65; 237, \$17; 249, \$39.60; 256, \$45.

Class 196. Portsmouth—100 fathoms steel-wire tiller rope—Bidder 120, \$48; 145, \$47; 165, \$43.88; 185, \$47.04; 214, \$48.90; 233, \$51.

†Class 197. Portsmouth—20 ft. cable chain and 2 boring bars—No bids.

Class 198. Portsmouth—3 sets reamers—Bidder 17, \$125.50; 43, \$109.31; 104, \$123.25; 145, \$93.50; 157, \$91.31; 186, \$109.31; 190, \$117.38; 199, \$109.30; 256, \$106.

Class 199. Portsmouth—100 scoop shovels—Bidder 50, \$90; 145, \$75; 157, \$51; 158, \$100; 199, \$125; 214, \$73; 249, \$90.

Class 200. Portsmouth—1 set taps and dies—Bidder 104, \$27.75; 145, \$37.76; 157, \$38.21; 158, \$39.20; 199, \$32.70; 256, \$38.45.

Class 201. Norfolk—Grindstone, centering drills, reamers, twist drills, shear, lathe dogs, test indicators, straight edges, calipers, etc.—Bidder, 17, \$149.57; 145, \$176.55.

Class 202. Norfolk—3 sets machinists' taps and dies—Bidder 145, \$63; 211, \$68.

Class 203. Norfolk—Lathe parts—Bidder 211, \$114.

†Class 204. Portsmouth—222 safety dogs—No bids.

Class 205. New York—Pipe wrenches, expanders, punches, etc.—Bidder 145, \$17.70.

Class 206. Portsmouth—Blocks, grommets, pipe fittings, cocks, etc.—Bidder 124, \$982.50; 147, \$1,046.

Class 207. Portsmouth—Hardware—Bidder 43, \$887.28; 145, \$898.63; 155, informal; 193, \$1,213.95; 256, \$773.41.

Class 208. Portsmouth—Bolts, nuts, screws, wire, split pins, wire brooms, candles, clamps, blades, etc.—Bidder 145, \$123.80; 151, \$191.30; 193, \$195.77; 256, \$106.80.

Class 209. Portsmouth—72 hand lamps and 60 extra burners, 6 bull's-eyes and 12 extra burners, 24 lanterns, globe, and 12 extra burners—Bidder 83, \$100.62; 157, \$111.19; 181, \$121.86.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 210. Portsmouth—30 water gauge lamps—Bidder 83, \$75; 124, \$90; 147, \$105; 157, \$76.50; 181, \$*66.

Class 211. League Island—Drill rods—Bidder 17, \$165.72; 35, \$146.29; 81, \$155.31; 104, \$*87.76; 120, \$97.50; 169, \$115.03; 186, \$184.14; 226, \$154.94.

Class 212. Portsmouth—553 lbs. Tobin bronze—Bidder 6, \$*110.60.

Class 213. New York—260 lbs. Tobin bronze—Bidder 6, \$*54.60.

Class 214. Portsmouth—354 lbs. Muntz metal—Bidder 19, \$63.98; 46, \$*63.72; 80, \$63.72; 93, \$63.98; 156, \$63.98; 231, \$63.72.

Class 215. New York—882 lbs. machine steel and 450 lbs. hexagon steel—Bidder 18, \$88.92; 226, \$*42.66.

Class 216. New York—270 lbs. tool steel—Bidder 35, \$54, 139, \$*32.40; 226, \$37.80.

Class 217. League Island—3,000 lbs. steel angles—Bidder 14, \$75; 18, \$82.20; 46, \$*70.50; 57, \$62.10; 151, \$75; 167, \$75; 226, \$80.70.

Class 218. League Island—27,450 lbs. channel iron—Bidder 14, \$680.76; 18, \$752.13; 46, \$*672.52; 57, \$645.08; 91, \$713.70; 167, \$686.25; 226, \$738.40.

Class 219. Portsmouth—Brass rod, sheet brass, phosphor bronze, copper, etc.—Bidder 46, \$126.50; 93, \$*108.65; 158, \$128.93.

Class 220. Portsmouth—A quantity of sheet iron, angle steel, bar steel, tool steel, mild steel, galvanized steel, and 24 sheets of tin—Bidder 226, \$*228.90.

Class 221. Portsmouth—135 lbs. flax packing, 25 lbs. hemp packing, and 198 lbs. Tuck's packing—Bidder 23, \$200; 114, \$117.40; 174, \$145.40; 209, \$*115.80.

Class 222. Portsmouth—80 lbs. flexible packing—Bidder 124, \$52; 174, \$56; 209, \$*36.

Class 223. Portsmouth—75 lbs. black packing—Bidder 23, \$42.50; 114, \$45; 124, \$42.50; 174, \$38.75; 209, \$39.62.

Class 224. Portsmouth—100 lbs. cement and 90 lbs. asbestos packing—Bidder 114, \$52; 124, \$*50.10; 158, \$57; 162, \$52.50.

Class 225. Portsmouth—100 lbs. asbestos packing—Bidder 63, \$55; 114, \$55; 124, \$*54; 147, \$63.30; 162, \$55; 209, \$59.

Class 226. Portsmouth—40 lbs. pure sheet gum—Bidder 23, \$48; 82, \$50; 104, \$*40; 124, \$60; 147, \$187.50; 162, \$46; 174, \$41; 183, \$46; 209, \$40.

Class 227. Portsmouth—210 lbs. cloth inserted gum—Bidder 23, \$168; 82, \$231; 114, \$168; 147, \$145.86; 162, \$126; 174, \$312.50; 183, \$155.40; 209, \$*115.50.

Class 228. Portsmouth—300 lbs. gaskets—Bidder 102, \$*175; 114, \$273; 124, \$245; 162, \$319; 209, \$220; 249, \$320.

Class 229. Portsmouth—200 ft. hose—Bidder 23, \$200; 82, \$200; 174, \$220; 183, \$*174; 209, \$186.

Class 230. Portsmouth—100 ft. rubber hose—Bidder 23, \$89 and \$75; 82, \$95; 124, \$90; 183, \$70; 209, \$*60; 215, \$75.

Class 231. Portsmouth—54 ft. suction hose and 2 strainers—Bidder 23, \$*162.60; 82, \$173; 183, \$173.90; 209, \$181.70.

Class 232. Portsmouth—Painters' material—Bidder 87, \$90.95; 92, \$46.40; 199, \$45.55; 202, informal; 212, \$*42.79.

Class 233. Portsmouth—3,400 lbs. condenser tools—Bidder 19, \$880.60; 25, \$*872.10; 182, \$904.40.

Class 234. Portsmouth—17½ doz. glass tubes—Bidder 124, \$41.40; 145, \$46.50; 186, \$*25.85.

Class 235. Portsmouth—25 check valves—Bidder 117, \$38.95; 124, \$59.10; 131, \$*26.20; 158, \$32.10; 196, \$30.14.

Class 236. Portsmouth—1 steam ejector, 13 hose cocks and 18 nozzle pipes—Bidder 117, \$157.22; 124, \$180.80; 193, \$*134.70.

Class 237. Portsmouth—36 plain bibbs, return bends, bushings, elbows, and nipples—Bidder 124, \$*147.30.

Class 238. Portsmouth—Reference books—Bidder 2, \$56.50; 155, informal; 166, \$61.46; 255, \$*46.78.

Class 239. Portsmouth—2 copying presses—Bidder 181, \$*28; 233, \$35.64.

Class 240. Portsmouth—Artists' supplies—Bidder 155, informal; 166, \$*203.21; 207, \$211.06; 230 informal.

Class 241. Portsmouth—21 thermometers—Bidder 18, \$137.40; 83, \$22.80; 109, \$21.30; 166, \$18.30; 193, \$22.50; 207, \$16.60; 230, \$*14.88.

Class 242. Portsmouth—12 prs. gloves—Bidder 145, \$40; 158, \$*22; 193, \$50.80; 249, \$38.

Class 243. Portsmouth—24 steel-wire door mats—Bidder 45, \$*57.60; 155, \$154.08; 158, \$64.80; 193, \$105.60; 249, \$81.60; 256, \$60.

Class 244. Portsmouth—24 manila door mats—Bidder 50, \$25.20; 155, \$28.32; 158, \$29.28; 252, \$*25.44.

Class 245. Portsmouth—50 lbs. sponges—Bidder 144, \$37.50, \$22.50, and \$31; 155, \$166.50; 193, \$57.50; 212, \$*36; 238, \$175.

Class 246. Portsmouth—2,700 lbs. cotton waste—Bidder 120, \$270; 195, \$*226.13.

Class 247. Portsmouth—4,275 fire bricks—Bidder 72, \$191.95; 187, \$241.13; 204, \$220.75 and \$*173.25.

SCHEDULE 219.—Supplies and Accounts.

Class 251. Boston—300 lbs. Grimshaw tape—Bidder 34, \$114; 163, \$*172.50; 175, \$177; 242, \$177.

Class 252. New York—2,400 yds. gray flannel—Bidder 64, \$1,860; 119, \$*1,860.

Class 253. New York—Spool silk, metal and pearl buttons and stay binding—Bidder 59, \$*45.81; 155, informal; 158, \$55.28.

Class 254. Boston—4,200 lbs. machine bolts and 1,200 lbs. iron nuts—Bidder 120, \$338.40; 167, \$348; 214, \$*315.30; 256, \$345.90.

Class 255. Boston—A quantity of brass and iron wood screws—Bidder 12, \$136.60; 76, \$*128.21; 104, \$144.17; 190, \$141.67; 214, \$137.76; 233, \$156.03; 256, \$136.10.

Class 256. Boston—91 doz. files—Bidder 12, \$104.95; 43, \$176.20; 76, \$162.46; 104, \$*118.06; 145, \$104.65; 128, \$126.58; 167, \$140.12; 233, \$183.89; 256, \$*99.16.

Class 257. Boston—210 doz. hacksaw blades—Bidder 12, \$94.50; 83, \$88.83; 104, \$155.40; 145, \$98.70; 128, \$80.20; 158, \$103.74; 249, \$93.24; 256, \$*84.

Class 258. Boston—73 taps—Bidder 12, \$51.42; 16, \$45.70; 21, \$77.50; 43, \$50.16; 83, \$36.93; 104, \$39.55; 124, \$52.96; 145, \$36.47; 158, \$43.30; 186, \$53.50; 249, \$57.12; 256, \$*34.87.

Class 259. Boston—6 handy billy pumps—Bidder 21, \$696; 47, \$308.40; 117, \$299.10; 124, \$330; 145, \$*294; 158, \$296.40; 256, \$333.

Class 260. Boston—Stove bolts, jack chain, tacks, wire, sister hooks, grommet rings, etc.—Bidder 12, \$197.35; 145, \$184.15; 158, \$230.55; 256, \$*168.90.

Class 261. Boston—5,120 candles—Bidder 92, \$*143.31, 158, \$163.84; 181, \$230.40; 184, \$160; 229, \$153.60; 233, \$148.48.

Class 262. Boston—30 leather lacing bundles—Bidder 12, \$103.50; 43, \$100.50; 50, \$126; 145, \$*90.20; 176, \$109; 249, \$105.

Class 263. Boston—250 lbs. hydraulic leather—Bidder 77, \$*100; 176, \$112.50; 197, \$112.

Class 264. Boston—1,000 lbs. brass rod—Bidder 19, \$180; 42, \$180; 46, \$*180; 93, \$180; 156, \$180; 182, \$180; 201, \$180; 231, \$180.

Class 265. Boston—300 lbs. sheet brass—Bidder 19, \$66.75; 25, \$66.75; 46, \$60; 93, \$66.75; 156, \$66.75; 182, \$66.75; 201, \$99; 231, \$*60.

Class 266. Boston—70 lbs. copper rod and 500 lbs. copper sheathing—Bidder 25, \$242; 35, \$242; 46, \$242; 93, \$242; 118, \$242; 201, \$242.25; 231, \$*242.

Class 267. Boston—3,000 lbs. sheet lead—Bidder 46, \$209.40; 47, \$*205.20; 80, \$206.25; 156, \$240; 192, \$209.40; 244, \$209.40.

Class 268. Boston—17,000 lbs. bar iron—Bidder 15, \$*595; 138, \$623.90.

Class 269. Boston—14,500 lbs. machine-bar steel—Bidder 15, \$435; 35, \$*375.55; 51, \$580; 139, \$688.75; 226, \$394.40.

Class 270. Boston—8,000 lbs. galvanized sheet steel—Bidder 60, \$300; 91, \$255.20; 104, \$271.20; 156, \$264; 158, \$277.60; 168, \$248; 217, \$260.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 271. Boston—600 ft. steam hose for fire room—Bidder 21, *\$180; 23, \$588; 82, \$300; 174, \$360; 183, \$330; 209, \$306.

Class 272. Boston—450 lbs. square flax backing—Bidder 3, \$112.50; 21, \$270; 23, \$117; 83, \$80.50; 114, \$85.50; 124, \$112.50; 137, \$90; 174, *\$72; 186, \$76.50; 209, \$87.75.

Class 273. Boston—3,700 lbs. sheet packing—Bidder 21, \$7,400; 23, \$2,775; 82, \$2,670; 90, \$2,903; 114, \$2,260; 115, \$1,100, part; 137, \$2,790; 162, *\$2,120; 174, \$4,825; 183, \$2,727; 209, \$2,904.50.

Class 274. Boston—1,300 lbs. packing—Bidder 21, \$1,950; 23, \$975; 82, \$910; 90, \$871; 114, \$1,040; 137, *\$750; 162, \$1,040; 174, \$975; 183, \$1,014; 209, \$1,066.

Class 275. Boston—1,000 lbs. lubricating grease—Bidder 21, \$100; 50, \$120; 66, \$90; 79, *\$90; 124, \$250; 158, \$114.

Class 276. Boston—3,500 lbs. concentrated lye—Bidder 50, \$151.72; 87, \$137.50; 92, *\$146.65; 212, \$147.70; 129, \$185.50; 233, \$183.75.

Class 277. Boston—3,000 gals. lubricating oil—Bidder 66, \$912; 79, \$1,180; 108, *\$825; 164, \$1,350; 180, \$1,050; 235, \$825.

Class 278. Boston—3,000 lbs. lamp black and 200 lbs. umber—Bidder 22, \$285.96; 67, \$308.50; 98, \$343; 99, \$300.50; 126, \$250; 152, \$320; 170, *\$231.50; 222, \$320.

Class 279. Boston—50,000 lbs. white lead—Bidder 21, \$3,250; 44, *\$2,975; 79, \$3,195; 126, \$3,194.50; 192, \$3,305; 244, \$3,035.

Class 280. Boston—100 gals. machine paint—Bidder 22, \$135; 66, \$129; 67, \$150; 98, \$196; 99, \$149; 126, \$210; 152, \$200; 158, \$290; 202, \$120; 222, *\$115.

Class 281. Boston—3,000 gals. turpentine—Bidder 79, \$2,308.95; 92, \$2,397; 99, \$2,297.40; 210, *\$2,159.10.

Class 282. Boston—600 gals. glycerin—Bidder 70, \$792; 79, \$786; 87, \$767.40; 92, \$764.94; 149, *\$749.88; 158, \$804; 212, \$792.

Class 283. Boston—200 lbs. cement compound—Bidder 50, \$54; 124, *\$44; 170, \$50.

Class 284. Boston—13,000 ft. wrought-iron steam pipe—Bidder 124, *\$1,090.80.

Class 285. Boston—Angle and globe valves—Bidder 21, \$727.60; 33, *\$525.74; 104, \$563.94; 124, \$587.40; 128, \$1,360.60; 129, \$561.15; 131, \$597; 158, \$563.80; 180, \$948.65; 196, \$567.35.

Class 286. Boston—5 doz. brass gate valves—Bidder 21, \$150; 33, \$142.80; 37, \$156; 104, \$160; 121, *\$140; 124, \$165; 128, \$216; 129, \$294; 151, \$175; 158, \$160; 196, \$161.10.

Class 287. Boston—Brass bushings, taps, nipples, tees, and 5 doz. water gage glasses—Bidder 21, \$211.50; 117, \$162.93; 124, \$234.80; 158, *\$160.67.

Class 288. Boston—30 doz. pet cocks—Bidder 21, \$106; 33, \$49.40; 104, \$42.80; 124, *\$42.10; 128, \$52.70; 158, \$48.

Class 289. Boston—Blank and memorandum books—Bidder 55, \$237.60; 58, \$328.20; 106, informal; 166, *\$217.05; 228, \$261.99; 233, \$256.63.

Class 290. Boston—Typewriter paper—Bidder 58, informal; 106, informal; 155, informal; 166, \$191.60; 233, *\$165.

Class 291. Boston—150 doz. memorandum pads—Bidder 55, \$49; 58, \$55; 106, \$49.50; 166, *\$45; 233, \$80.25.

Class 292. Boston—60,000 linen shipping tags—Bidder 11, *\$186.40; 49, \$224.40; 55, \$197; 58, \$334; 166, \$211.20; 233, \$237.20.

Class 293. Boston—Miscellaneous stationery—Bidder 55, \$241.10; 58, \$339.40; 106, informal; 155, informal; 166, *\$226.78; 228, \$332.07.

Class 294. Boston—32 doz. paint brushes—Bidder 8, *\$136.50; 191, \$149.

Class 295. New York—25,000 coffee tins—Bidder 10, \$5,672.50; 40, \$5,781.25; 89, *\$5,375; 135, \$6,500; 143, \$7,000.

Class 296. Boston—3 doz. cocoa mats—Bidder 1, \$54; 50, \$56.70; 55, \$53.85; 83, *\$50.40; 155, \$63; 158, \$53.10; 252, \$56.94.

Class 297. Boston—Emery and crocus cloth—Bidder 5, \$182; 9, \$182; 12, *\$156; 50, \$208; 83, \$169.95; 104, \$163.65; 145, \$174.75; 158, \$209; 212, \$185.90; 233, \$182; 249, \$182.

Class 298. Boston—150 lbs. toilet soap—Bidder 16, \$27; 158, \$26.10; 233, *\$25.50.

SCHEDULE 223.—*Navigation.*

Class 301. Item 1, 60 telephones, bridging; item 1a, 60 telephones complete—Bidder 7, 1a, \$1,590; 163, *\$1,619.92; 224, \$1,468.70 and \$1,920; 240, \$1,156 and \$1,500; 242, \$2,166.

SUPPLEMENTARY OPENING NOVEMBER 23, 1905.

- Bidder 1. Biggs Heating Co.
2. Babcock & Wilcox Co.
3. A. D. Granger & Co.
4. Heine Safety Boiler Co.
5. E. Keeler Co.
6. National Water Tube Boiler Co.

SCHEDULE 131.—*Medicine and Surgery. Naval Hospital, Washington, D. C.*

Class 81. Boilers—Bidder 1, \$7,050, \$5,957, and \$5,957; 2, *\$7,506; 3, \$6,222; 4, \$5,707; 5, \$5,850; 6, \$5,592.

Class 82. Hoist and conveyor—Bidder 1, *\$1,950.

OPENED NOVEMBER 28, 1906.

- Bidder 1. Atlas Portland Cement Co., 30 Broad street, New York.
2. American Distributing Co., 50 Stone street, New York.
3. American Metal Co., Ltd., 52 Broadway, New York.
4. Allis-Chalmers Co., Continental Building, Baltimore, Md.
5. Ammon & Mackel, 81 Chambers street, New York.
6. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.
7. American Tube Works, 95 Broad street, Boston, Mass.
8. American Steel Foundries, Chester, N. J.
9. Armstrong Cork Co., Pittsburg, Pa.
10. American Tool and Machine Co., 109 Broad street, Boston, Mass.
11. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.
12. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.
13. W. D. Allen Manufacturing Co., 151 Lake street, Chicago, Ill.
14. Aldon Co., 1103 Monadnock Building, Chicago, Ill.
15. Arkay Rubber Co., 35 Warren street, New York.
16. Ansonia Brass and Copper Co., 99 John street, New York.
17. R. P. Andrews Paper Co., Washington, D. C.
18. Art Metal Construction Co., Jamestown, N. Y.
19. Armour & Co., 205 La Salle street, Chicago, Ill.
20. Bridgeport Brass Co., 253 Broadway, New York.
21. Bethlehem Steel Co., South Bethlehem, Pa.
22. F. S. Banks & Co., 90 Wall street, New York.
23. Benedict & Burnham Manufacturing Co., 37 Park Place, New York.
24. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.
25. Buffalo Forge Co., Buffalo, N. Y.
26. Bruce & Cook, 190 Water street, New York.
27. R. Carter Ballantyne, Washington, D. C.
28. F. O. Boyd & Co., 71 Hudson street, New York.
29. John Brown & Sons, 722 East Pratt street, Baltimore, Md.
30. Bramhall-Deane Co., 264 Water street, New York.
31. Buckeye Iron and Brass Works, Dayton, Ohio.
32. Bell Manufacturing Co., St. Louis, Mo.

*Accepted.

Schedule of proposals for naval supplies—Continued.

33. Boston Woven Hose and Rubber Co., Cambridge, Mass.
34. Butterworth-Judson Co., Newark, N. J.
35. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.
36. Charles Bang, 136 Water street, New York.
37. B. Binamange & Co., 115 N. 4th street, Philadelphia, Pa.
38. Brooklyn Fire Brick Works, Brooklyn, N. Y.
39. Boston Belting Co., 256 Devonshire street, Boston, Mass.
40. A. W. Barnes, Eagle and West streets, Brooklyn, N. Y.
41. Brill Bros., 279 Broadway, New York.
42. J. H. Bradley, Washington, D. C.
43. Baker & Taylor Co., 33 E. 17th street, New York.
44. Barber & Ross, Washington, D. C.
45. Philip Carey Manufacturing Co., 114 Liberty street, New York.
46. Chesebrough Manufacturing Co., 17 State street, New York.
47. George Cowen, 392 West Broadway, New York.
48. Crucible Steel Co. of America, Pittsburg, Pa.
49. Commonwealth Glue Co., Cambridge, Mass.
50. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.
51. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
52. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.
53. Joseph F. Curren, 50 Leonard street, New York.
54. Carpenter Steel Co., Reading, Pa.
55. N. E. Clark & Co., 120 Milk street, Boston, Mass.
56. C. & C. Electric Co., 149 Broadway, New York.
57. Josey H. Colyer, Fulton and Front streets, New York.
58. A. J. Coffee Co., 330 Market street, San Francisco, Cal.
59. Peter J. Constant, 422½ Gates avenue, New York.
60. R. B. Corey, 26 Cortlandt street, New York.
61. J. Ross Collins, 197 West street, New York.
62. Carter & Clarke, Washington, D. C.
63. Columbia Smelting and Refining Works, 365 West street, New York.
64. James Clendenin, Baltimore, Md.
65. Cranford Paving Co., Washington, D. C.
66. Crocker-Wheeler Co., Ampere, N. J.
67. Carnegie Steel Co., Pittsburg, Pa.
68. Wm. Wirt Clarke & Son, Baltimore, Md.
69. Adam Cook's Sons, 313 West street, New York.
70. R. P. Clarke Co., Washington, D. C.
71. Fiske Bros. Refining Co., 15 Old Slip, New York.
72. R. W. Geldart, 2 Stone street, New York.
73. General Fireproofing Co., Youngstown, Ohio.
74. John Greig, 281 W. 11th street, New York.
75. John B. Dauchy, 116 Broad street, New York.
76. Doubleday-Page Co., 133 E. 16th street, New York.
77. Eugene Dietzgen Co., 119 W. 23d street, New York.
78. Joseph Dixon Crucible Co., 68 Reade street, New York.
79. O. A. Danzenbaker, Washington, D. C.
80. Dunham-Carrigan-Hayden Co., 17 Beale street, San Francisco, Cal.
81. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
82. Frank S. De Ronde Co., 46 Cliff street, New York.
83. Drew Machinery Agency, Manchester, N. H.
84. De Grauw, Aymar & Co., 34 South street, New York.
85. Percy C. Eggleston, New London, Conn.
86. J. Eavenson & Son, 318 N. 20th street, Philadelphia, Pa.
87. Electro Dynamic Co., Bayonne, N. J.
88. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
89. Eastern Drug Co., 14 Fulton street, Boston, Mass.
90. Joseph N. Early, 127 Reade street, New York.
91. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
92. Froment & Co., 151 Bank street, New York.
93. Follansbee Bros. Co., Pittsburg, Pa.
94. Franklin Chemical Works, Inc., Philadelphia, Pa.
95. Charles B. Foster, 211 Pearl street, New York.
96. Henry Frank, 411 Spruce street, New York.
97. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
98. Fitz, Dana & Co., 110 North street, Boston, Mass.
99. Fairbanks Co., 416 Broome street, New York.
100. Wm. D. Gill & Sons, 701 President street, Baltimore, Md.
101. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
102. Ellis A. Gimbell, Market and 9th streets, Philadelphia, Pa.
103. General Electric Co., Schenectady, N. Y.
104. N. B. Haffleigh, 2d and Diamond streets, Philadelphia, Pa.
105. Holtzer-Cabot Electric Co., Brookline, Mass.
106. A. W. Harris Oil Co., 326 Water street, New York.
107. Hudson Belting Co., Worcester, Mass.
108. Hohmann & Maurer Manufacturing Co., 85 Chambers street, New York.
109. G. D. Holmes, Colorado Building, Washington, D. C.
110. Holbrook Bros., 85 Beekman street, New York.
111. C. E. Hertlein, 524 Broadway, New York.
112. C. G. Hussey & Co., Pittsburg, Pa.
113. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
114. Hutchinson Cement Co., 35 South William street, New York.
115. Heywood Bros. & Wakefield Co., 429 Charlton street, New York.
116. R. C. Hoffman & Co., Baltimore, Md.
117. Hadwin Houghton, 117 Fulton street, New York.
118. Wm. H. Horstmann Co., 5th and Cherry streets, Philadelphia, Pa.
119. Helios Manufacturing Co., Bridesburg Philadelphia, Pa.
120. A. L. Hirsh, 368 Greenwich street, New York.
121. J. N. Hornblower, 349 Broadway, New York.
122. Martin L. Horn, 80 White street, New York.
123. Harral Soap Co., 468 Washington street, New York.
124. Hisey-Wolf Machine Co., Cincinnati, Ohio.
125. Henshaw, Bulkley & Co., 48 Fremont street, San Francisco, Cal.
126. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
127. Hallidie Machinery Co., Seattle, Wash.
128. S. F. Hayward & Co., 20 Warren street, New York.
129. Handlan-Buck Manufacturing Co., St. Louis, Mo.
130. Jenkins Manufacturing Co., 13 Park Row, New York.
131. Wm. G. Johnson, Seattle, Wash.
132. H. W. Johns-Manville Co., 100 William street, New York.
133. Jandus Electric Co., Cleveland, Ohio.
134. E. F. Keating Co., 452 Water street, New York.
135. J. B. Kendall, Washington, D. C.
136. Keuffel & Esser Co., 127 Fulton street, New York.
137. Thomas Kelly, 958 Third avenue, New York.
138. Katt Lumber Co., 312 E. 64th street, New York.
139. George W. Knowlton, 88 Broad street, Boston, Mass.

Schedule of proposals for naval supplies—Continued.

140. Kern Commercial Co., 157 Cedar street, New York.
141. David Kahnweiler's Sons, 2 Dover street, New York.
142. Keasbey & Mattison Co., 84 John street, New York.
143. Lunkenheimer Co., Cincinnati, Ohio.
144. Arthur J. Lockwood, 12 Platt street, New York.
145. John Lucas & Co., 322 Race street, Philadelphia, Pa.
146. Lamb, Finlay & Co., 256 Church street, New York.
147. O. T. Louis Co., 59 Fifth avenue, New York.
148. J. H. Leonard & Co., 15 Park Row, New York.
149. F. H. Lovell & Co., Arlington, N. J.
150. Loeb Bros. Leather Belting Co., 31 Ferry street, New York.
151. Ernest Law & Co., Harrison Building, Philadelphia, Pa.
152. Jacob Lindley, Bourse Building, Baltimore, Md.
153. P. F. Lenhart & Son, 15 W. 4th street, New York.
154. J. L. Mott Iron Works, 90 Beekman street, New York.
155. Monongahela Iron and Steel Co., Pittsburg, Pa.
156. August Maag, 105 Hanover street, Baltimore, Md.; informal, no guaranty.
157. Michigan Paint Co., Flint, Mich.
158. P. R. Mitchell Co., 185 Canal street, New York.
159. E. Mattes & Son, 212 Wooster street, New York.
160. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
161. C. S. Mersick & Co., New Haven, Conn.; informal.
162. John W. Masury & Son, P. O. box 1012, New York.
163. McCambridge & Co., Ltd., 525 Cherry street, Philadelphia, Pa.
164. Manzel Bros. Co., 46 Broadway, Buffalo, N. Y.
165. Motley, Green & Co., 66 Broad street, New York.
166. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
167. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
168. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
169. Manning, Maxwell & Moore, 85 Liberty street, New York.
170. Midvale Steel Co., Philadelphia, Pa.
171. James R. Michael, 280 Broadway, New York.
172. George C. McKesson, 91 Fulton street, New York.
173. R. H. Macy & Co., Broadway and 34th street, New York.
174. Mica Insulator Co., 218 Water street, New York.
175. Manhattan Supply Co., 127 Franklin street, New York.
176. Thomas R. Riley, Washington D. C.
177. Montgomery & Co., 105 Fulton street, New York.
178. New York Coupling and Supply Co., 59 Ann street, New York.
179. New Jersey Asbestos Co., 52 Dey street, New York.
180. Northampton Portland Cement Co., 26 Broadway, New York.
181. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
182. New York Belting and Packing Co., 91 Chambers street, New York.
183. National Electrical Supply Co., Washington, D. C.
184. National India Rubber Co., Bristol, R. I.
185. National Mortar Co., Washington, D. C.
186. New York Shellac Co., 229 Pearl street, New York.
187. New York Boat Oar Co., 69 West street, New York.
188. New York Lubricating Oil Co., 116 Broad street, New York.
189. Ohio Brass Co., Mansfield, Ohio.
190. O'Jaffe & Pinkus, 103 Franklin street, New York.
191. Oneida Community, Oneida, N. Y.
192. S. Obermeyer Co., 641 Evans street, Cincinnati, Ohio.
193. Old Dominion Paper Co., Norfolk, Va.
194. J. Edward Ogden Co., 127 Cedar street, New York.
195. M. R. Pearsall, 248 W. 112th street, New York.
196. Pratt & Whitney Co., 111 Broadway, New York.
197. Parsons Bros., 257 Broadway, New York.
198. Penn Steel Casting and Machine Co., Chester, Pa.
199. Pool & Macy, 191 Front street, New York.
200. Patton Paint Co., Newark, N. J.
201. Pittsburg Plate Glass Co., Pittsburg, Pa.
202. Pettinos Bros., Bethlehem, Pa.
203. Page Belting Co., Concord, N. H.
204. S. M. Price Machinery Co., Norfolk, Va.
205. Penn Metal Ceiling and Roofing Co., Boston, Mass.
206. Pacific Hardware and Steel Co., 700 7th street, San Francisco, Cal.
207. Porter Co., 194 Water street, New York.
208. G. P. Putnam's Sons, 27 W. 23d street, New York.
209. Pacific Tool and Supply Co., San Francisco, Cal.
210. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
211. H. Rosenthal & Bro., 418 W. Broadway, New York.
212. G. B. Raymond & Co., 403 E. 138th street, New York.
213. H. A. Rogers Co., 19 John street, New York.
214. Rogers & Pyatt, Inc., 78 Maiden lane, New York.
215. Rudolph & West Co., Washington, D. C.
216. Republic Rubber Co., 47 Warren street, New York.
217. John J. O'Rourke, 5 Worth street, New York.
218. Henry Raphael, 169 Duane street, New York.
219. Rome Brass and Copper Co., Rome, N. Y.
220. Revere Rubber Co., 59 Reade street, New York.
221. Republic Bag and Paper Co., 17 Battery place, New York.
222. Paul S. Reeves & Son, 1415 Catherine street, New York.
223. John B. Roache, 350 Fulton street, Brooklyn, N. Y.
224. Randolph-Clowes Co., Waterbury, Conn.
225. Royce & Ricketts, Washington, D. C.
226. R. P. Rowe, 100 William street, New York.
227. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
228. E. C. Reichhelm & Co., 23 John street, New York.
229. William G. Stevenson, 132 S. 2d street, Philadelphia, Pa.
230. Shoemaker & Bush, 511 Arch street, Philadelphia, Pa.
231. John E. Sparrow, 15 Whitehall street, New York.
232. Standard Oil Co., New York.
233. Sherwin-Williams Co., Cleveland, Ohio.
234. James K. Shaw, 25 Duane street, New York.
235. Stokes Bros. Co., 30th street below Chestnut, Philadelphia, Pa.
236. Seigel-Cooper Co., Sixth avenue and 18th street, New York.
237. B. F. Sturtevant Co., Hyde Park, Mass.
238. Sherman Brown Clements Co., 55 Dey street, New York.
239. Sprague Electric Co., 527 W. 34th street, New York.
240. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.

Schedule of proposals for naval supplies—Continued.

241. Standard Underground Cable Co., Pittsburg, Pa.
 242. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
 243. Thomas W. Smith, Washington, D. C.
 244. L. E. Smoot, Washington, D. C.
 245. Charles G. Smith & Son, Washington, D. C.
 246. Staples Pfeiffer, 225 Beale street, San Francisco, Cal.
 247. Swift & Co., Union Stock Yards, Chicago, Ill.
 248. Scoville Manufacturing Co., Waterbury Conn.
 249. Strawbridge & Clothier, Philadelphia, Pa.
 250. Safety Armorite Conduit Co., Pittsburg, Pa.
 251. Sheet Metal Manufacturing Co., 1128 Broadway, New York.
 252. Edward A. Temple, 100 William street, New York.
 253. Walter B. Timms, 61 Hudson street, New York.
 254. D. A. Tower, 306 Broadway, New York.
 255. J. Spencer Turner Co., 86 Worth street, New York.
 256. Charles J. Tagliabue Manufacturing Co., 53 Fulton street, New York.
 257. Taunton-New Bedford Copper Co., New Bedford, Mass.
 258. Taber & Co., 150 Beale street, San Francisco, Cal.
 259. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
 260. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
 261. Tate Jones & Co., Empire Building, Pittsburg, Pa.
 262. Universal Supply Co., 90 Broadway, New York.
 263. U. S. Graphite Co., Saginaw, Mich.
 264. John Underwood & Co., 30 Vesey street, New York.
 265. United Marine Supply Co., 97 Warren street, New York.
 266. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
 267. Vermilye & Power, 17 Battery Place, New York.
 268. D. A. Vanhorn & Co., 467 Greenwich street, New York.
 269. Voorhees Rubber Manufacturing Co., 48 Day street, New York.
 270. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 271. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 272. Western Electric Co., 463 West street, New York.
 273. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 274. John Wanamaker, Broadway and 10th street, New York.
 275. Wilgus Manufacturing Co., 32 1st street, San Francisco, Cal.
 276. Westinghouse Electric and Manufacturing Co., Pittsburg, Pa.
 277. Ernst Wiener Co., 68 Broad street, New York.
 278. William Wilkins Co., Baltimore, Md.
 279. R. A. & J. J. Williams, 22d and York streets, Philadelphia.
 280. F. P. Wilkinson, 90 W. Broadway, New York.
 281. Peter Woll & Sons, Philadelphia, Pa.
 282. R. M. Wilkinson Co., Norfolk, Va.
 283. Williams Manufacturing Co., Northampton, Mass.
 284. J. R. Wettstein, 71 Broadway, New York.
 285. W. P. Youngs & Bros., 35th street and First avenue, New York.
 286. Abraham & Straus, Brooklyn, N. Y.

SCHEDULE 187.

Class 1.—Bidder 58, *\$2,000.

SCHEDULE 200.—Construction and Repair.

- Class 11. Mare Island—84 twist drills—Bidder 80, *\$268.68; 97, \$280.24; 129, \$335.10; 148, \$208.68; 206, \$357.94; 215, \$335.46; 258, \$335.94; 259, \$339.04.
 Class 12. Mare Island—1 sand belt machine, motor driven—Bidder 125, \$630; 259, *\$378.40.
 Class 13. Mare Island—1 motor driven upright Cincinnati drill—Bidder 125, \$240; 225, *\$237.
 Class 14. Mare Island—3,000 ft. wrought iron pipe—Bidder 126, *\$438.
 Class 15. Mare Island—500 cast iron ells—Bidder 80, *\$82.

SCHEDULE 201.—Steam Engineering.

- Class 21. Mare Island—1 oil burning apparatus for the U. S. tug *Vandilla*—Bidder 246, *\$633 and \$495; 261, \$1,950 and \$1,338; 275, \$615 and \$325.

SCHEDULE 202.—Bureau of Ordnance.

- Class 31. Puget Sound—28 standard paper pin reamers—Bidder 80, \$48.16; 127, \$48.40; 129, *\$43.70; 131, \$48.60; 148, \$46.15; 209, \$46.40; 215, \$46.16.
 Class 32. Puget Sound—1 adjustable bench level, 1 steel measuring tape, 1 knurling tool, 4 prs. tool-maker's clamps, etc.—Bidder 80, \$53.98; 127, *\$51.99; 175, \$64; 209, \$55.40.
 Class 33. Puget Sound—A quantity of files of various descriptions—Bidder 127, \$249.60; 175, \$173.48; 209, \$341.40; 228, *\$201.19.
 Class 34. Puget Sound—A quantity of emery wheels—Bidder 127, \$167.72; 209, \$496.81; 259, *\$110.13.
 Class 35. Puget Sound—Buffing wheels, and bristol wheel brushes—Bidder 127, \$98.10; 129, \$110.73; 175, \$122.30; 209, \$101.67; 225, *\$95.97; 259, \$105.61.
 Class 36. Puget Sound—50 lbs. Stubbs round steel rod and 20 lbs. self-hardening steel—Bidder 48, \$29.61 and \$31.61; 127, \$54; 129, *\$29.50; 209, \$46.90.
 Class 37. Puget Sound—4 cast iron surface plates—Bidder 24, *\$24.80; 80, \$40.30; 127, \$34.72; 129, \$40.30; 175, \$40.30; 209, \$34.10.

SCHEDULE 224.—Yards and Docks.

- Class 41. Washington—50 direct current arc lamps—Bidder 52, \$557.50; 103, \$475; 119, *\$457.40; 133, \$462.50; 183, \$572.50; 225, \$585.50; 265, \$523.50; 276, \$564.
 Class 42. Norfolk—10 arc lamps—Bidder 52, \$181.36; 103, \$185.10; 183, \$185.34; 225, *\$178.65; 241, \$209.86; 276, \$203.
 Class 43. Norfolk—4,300 ft. wire—Bidder 103, \$203; 183, \$126.25; 272, *\$190.23.
 Class 44. League Island—4,550 ft. rubber-covered wire—Bidder 103, \$255.50; 241, *\$224.10; 272, \$258.35; 273, \$265.74.
 Class 45. League Island—2,750 ft. enameled steel conduit pipe—Bidder 52, \$145.88; 60, \$141.10; 166, \$142.55; 183, \$165; 250, *\$137.24; 272, \$173.25; 273, \$141.28.
 Class 46. Norfolk—1,500 ft. steel conduit—Bidder 52, \$87.45; 60, \$70.50; 166, \$72; 183, \$82.60; 250, *\$68.67; 272, \$78.75; 273, \$70.71.
 Class 47. Norfolk—1 cabinet and panel board—Bidder 52, \$45; 183, \$48.50; 265, \$41.50; 272, *\$36.
 Class 48. League Island—2 panel boards—Bidder 183, \$150; 265, *\$106; 272, \$220; 273, \$143.22.
 Class 49. Washington—1 secondary electric pump—Bidder 183, \$114.95; 238, *\$100.
 Class 50. League Island—Electrical supplies—Bidder 52, \$165.90; 183, \$227.34; 272, \$158.53; 273, *\$123.39.
 Class 51. Norfolk—Electrical supplies—Bidder 52, *\$122.64; 183, \$142.91; 272, \$143.75.
 Class 52. Washington—300 bbls. Portland cement—Bidder 1, \$555 and \$570; 68, \$525; 109, *\$441; 180, \$501; 185, \$447.
 Class 53. Washington—1,500 bbls. concrete sand—Bidder 42, \$300; 244, *\$236.25.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 54. Washington—1,500 bbls. broken stone—Bidder 42, *\$345; 65, \$420; 68, \$525; 245, \$405.

Class 55. Washington—For covering the steam pipes in building No. 118—Bidder 79, *\$940.

Class 56. Portsmouth—Salt glazed vitrified pipe—Bidder 68, \$503.14; 134, *\$484.83; 175, \$528.40; 210, \$568.34 and \$555.52; 212, \$554.38.

Class 57. Portsmouth—Vitrified sewer pipe, Ys, and $\frac{1}{2}$ bends—Bidder 68, \$294.64; 134, *\$286.20; 175, \$322.48; 210, \$310.59; 212, \$302.44.

Class 58. Portsmouth—Extra heavy steam pipe, cast-iron elbows, tees, etc.—Bidder 134, *\$429.90; 168, \$459.30.

†Class 59. Portsmouth—Cochran separator for live steam—Bidder 83, \$309.

Class 60. Portsmouth—1 gal. Manzell's single cylinder oil pump composition—Bidder 164, *\$40.

SCHEDULE 225.—Equipment.

Class 61. New York—8 portable ventilating sets—Bidder 105, *\$800; 237, \$800.

Class 62. New York—36 lbs. flexible micanite plate—Bidder 68, \$49.32; 174, *\$36.54; 183, \$52.20.

Class 63. New York—13,000 yds. Hope linen tape—Bidder 70, \$119.70; 274, *\$53.58.

Class 64. New York—24 sheets empire cloth—Bidder 174, *\$15.36.

Class 65. Norfolk—4,285 yds. hammock canvas delivered in 30 days, 10,000 yds. hammock canvas and 3,000 yds. bag canvas delivered in 60 days—Bidder 171, \$12,836; 190, \$12,866.00; 255, \$12,633.75; 282, *\$10,465.27.

Class 66. New York—Books for crew's library—Bidder 5, \$9,432.75; 43, \$9,740.05; 76, informal, part of class; 173, informal, part of class; 208, *\$9,260.40; 274, \$9,799.07.

Class 67. League Island—1,000 coaling baskets, Navy standard—Bidder 12, \$560; 24, \$675; 68, \$749.99; 72, *\$524.60; 169, \$556.50; 175, \$540; 283, \$550.

Class 68. Boston—Boat anchor and buoy grapnels—Bidder 22, \$926; 97, \$942; 169, \$936.80; 175, \$765; 223, *\$714.

SCHEDULE 226.—Ordnance.

Class 71. Washington—1,800 lbs. soft steel blank bolts—Bidder 44, \$117; 135, \$104.40; 169, \$99; 194, *\$86.40; 238, \$94.50.

Class 72. Washington—7,200 lbs. round head steel rivets—Bidder 44, \$239.55; 72, *\$200.88; 135, \$205.20; 169, \$205.20; 194, \$201.60.

Class 73. Washington—500 lbs. steel wire finishing nails, 2,100 lbs. steel wire common nails, and 300 lbs. steel wire brads—Bidder 64, *\$66.35; 68, \$73.60; 223, \$90.90.

Class 74. Washington—1,125 gross flat-head brass screws—Bidder 44, \$415.17; 97, \$369; 129, \$385.55; 135, \$429.05; 177, \$375.30; 215, \$371.62; 283, \$357.72; 240, *\$357.55; 252, \$375.15.

Class 75. Washington—3,500 prs. double hinges, 3,500 prs. brass bracket plates, and 3,500 brass hasps—Bidder 44, \$1,268.75; 79, \$940; 135, \$1,329; 175, \$1,235.15; 215, \$1,549.60; 223, *\$1,043; 270, \$1,307.60.

Class 76. Washington—Pipe wrenches, screw sets, blacksmiths' sledges, screw wrenches and cotter pipes—Bidder 29, \$53.22; 177, \$54.31; 194, *\$52.49; 270, \$64.47.

Class 77. Washington—108,000 ft. yellow poplar—Bidder 12, \$8,076; 62, \$6,210; 88, \$7,387.50; 91, \$6,101.25; 100, \$5,864.10; 176, \$6,232.50; 243, *\$5,827.50.

Class 78. Newport—200 strips galvanized steel and 450 galvanized steel rivets—Bidder 24, *\$74.45; 135, \$76.70.

Class 79. Washington—50,910 lbs. cold-drawn brass rod—Bidder 16, \$8,874.89; 23, \$8,874.90; 64, \$8,874.89; 79, \$9,400; 113, \$8,874.89; 135, \$9,469.26; 167, \$8,874.89; 224, \$8,756.52; 242, \$8,858.34; 248, *\$8,485.

Class 80. Washington—338,920 lbs. nickel-steel forgings—Bidder 21, \$66,089.40; 170, *\$83,035.40.

*Accepted.

Class 81. Newport—4,000 rubber washers—Bidder 39, \$780; 134, *\$260; 182, \$550; 184, \$425; 269, \$675.

†Class 82. Washington—12 generating tubes—No bids.

Class 83. Washington—50 acid cocks—Bidder 99, \$1,250; 130, *\$900; 134, \$1,700; 168, \$1,900; 175, \$1,350.

Class 84. Washington—6 steel tin-lined perforated baskets—Bidder 10, *\$555.

Class 85. Washington—2 gondola cars—Bidder 22, \$1,089.90; 175, *\$790; 277, \$945.50.

Class 86. Washington—4 axles, with wheels—Bidder 24, *\$46; 175, \$68; 177, \$64.

SCHEDULE 227.—Construction and Repair.

Class 91. Boston—1 electric motor—Bidder 4, \$425; 56, \$403; 66, *\$359; 87, \$370; 103, \$380; 239, \$397.

Class 92. League Island—1,000 lbs. copper-cut nails—Bidder 64, \$215; 113, \$208.50; 219, *\$202.50; 223, \$225; 257, \$208.74.

Class 93. Boston—2 electrically driven grinders and 2 electrically driven drills—Bidder 51, \$160; 72, \$283; 124, *\$271; 169, \$283; 238, \$277.50.

Class 94. League Island—42,000 ft. white pine—Bidder 12, *\$2,937; 88, \$3,326.50; 91, \$3,294.50; 100, \$3,195.85; 139, \$2,998; 235, \$3,169; 271, \$3,215; 279, \$3,430.

Class 95. League Island—3,600 lbs. sheet copper—Bidder 16, \$772.20; 24, \$875.64; 26, \$772.20; 48, \$772.20; 112, *\$738; 113, \$772.20; 167, \$772.20; 219, \$792; 257, \$772.20.

Class 96. League Island—2,735 lbs. steel castings—Bidder 8, \$242.32; 21, *\$177.77; 135, \$246.15; 170, \$574.35; 198, \$218.80.

Class 97. League Island—15,100 lbs. galvanized sheet steel—Bidder 24, \$475.65; 64, \$431.86; 93, \$421.40; 116, *\$421.29; 129, \$445.45; 135, \$437.90; 140, \$445.97; 167, \$443.94; 175, \$437.90; 205, \$444.65; 251, \$440.10.

Class 98. Norfolk—96 spoon oars—Bidder 187, *\$672.

Class 99. Newport News—13 metal filing cases—Bidder 18, \$415.50; 73, *\$279.80.

SCHEDULE 228.—Steam Engineering.

Class 101. Boston—1 125-ton bar straightening press—Bidder 72, \$594.80; 83, \$637; 169, \$598.50; 175, \$620; 213, *\$585; 238, \$594.94.

Class 102. Boston—1 34-inch hydraulic shaft straightener—Bidder 72, \$224.45; 83, \$229.50; 169, \$212.62; 175, \$222.40; 213, *\$206.50; 238, \$211.93.

Class 103. New York—970 lbs. high-grade steel forgings—Bidder 170, *\$97.

SCHEDULE 229.—Supplies and Accounts.

Class 111. New York—About 82,000 lbs. bolts, nuts, and washers—Bidder 169, \$6,328.80; 194, \$6,954.22; 238, *\$5,694.42.

Class 112. New York—5,455 lbs. stove bolts, rivets, and nuts—Bidder 113, \$1,282.36; 175, \$1,316.40; 223, *\$1,190.70.

†Class 113. New York—6,000 deck bolts and nuts and 400 bolts and nuts—Bidder 194, \$367.32; 223, \$380.80.

Class 114. New York—77,400 stove bolts and nuts—Bidder 35, \$125.16; 97, \$113.01; 151, \$106.12; 194, \$126.55; 215, \$117.29; 238, \$130.41; 240, \$109.09; 252, \$125.60; 270, \$114.51; 274, *\$98.94.

Class 115. New York—1,050 lbs. copper rivets and bolts—Bidder 64, \$351.70; 113, *\$309.53.

Class 116. New York—1,750 lbs. iron rivets—Bidder 22, \$124.75; 64, \$116.50; 72, \$125.75; 194, \$156.50; 223, *\$99.50.

Class 117. New York—Paint, varnish, marking, gilders', and camel's hair brushes—Bidder 11, \$3,086.72; 211, *\$3,068.80.

Class 118. New York—150 doz. hand scrub brushes—Bidder 70, *\$496; 175, \$702; 253, \$747.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 119. New York—10 doz. feather dust brushes—Bidder 22, \$287.30; 59, \$274.80; 70, \$293.40; 173, \$315; 175, \$294; 223, \$281.40; 236, \$282.90; 274, \$285; 194, *\$196.

Class 120. New York—6,100 bbls. Portland cement—Bidder 1, \$9,475; 57, \$10,542.50; 68, \$11,515; 114, \$9,189; 180, \$9,386 and *\$8,776; 231, \$10,905.

Class 121. New York—10,000 lbs. Portland cement—Bidder 1, \$180.32; 57, *\$120; 68, \$150; 114, \$190; 120, \$139.50.

Class 122. New York—300 bbls. fireclay—Bidder 38, \$360; 57, \$412.50; 68, *\$357; 192, \$1,200.

Class 123. New York—10 bbls. slack lime—Bidder 57, \$187.50; 68, \$174.90; 120, \$193.90; 223, *\$160.

Class 124. New York—56,000 yds. cotton canvas—Bidder 171, \$14,956.80; 190, \$15,580; 255, *\$14,801.

Class 125. New York—86,000 yds. bag and cot canvas and cotton ravenes—Bidder 171, \$31,604; 190, \$32,050; 255, *\$31,192.50.

Class 126. New York—26,500 yds. flax canvas—Bidder 84, *\$10,941; 146, \$11,817.50; 190, \$12,573.75.

Class 127. New York—4,500 lbs. cotton twine and 200 lbs. upholsterers' twine—Bidder 70, \$1,148; 72, \$1,228; 171, \$1,902.50; 175, \$1,154; 255, *\$1,115.

†Class 128. New York—25,000 cotton bath towels—Bidder 41, \$6,062.50; 53, \$6,500; 70, \$5,597.50; 102, \$5,791.60; 137, \$6,062.50; 236, \$5,790; 249, \$6,145.84.

Class 129. New York—1,550 spools cotton thread—Bidder 121, *\$2,035.09; 122, \$2,090.09.

Class 130. New York—800 yds. dress canvas—Bidder 41, \$76; 63, \$80; 175, *\$75.52.

Class 131. New York—20,000 yds. white twills—Bidder 41, \$1,444; 59, \$1,446; 70, *\$1,398; 175, \$1,442; 274, \$1,400.

Class 132. New York—1,500 yds. white glazed muslin—Bidder 41, \$300; 53, \$255; 59, \$249.90; 70, \$268.50; 175, *\$246; 236, \$265.50.

Class 133. New York—7,500 yds. black silk ribbon—Bidder 70, \$486; 111, *\$562.50; 118, \$900; 173, \$975; 175, \$522.75; 274, \$750; 286, \$450.

Class 134. New York—16,000 silk laces—Bidder 53, \$2,080; 70, \$758.40; 72, \$754.88; 111, \$660; 175, *\$620.80; 262, \$755.20.

Class 135. New York—150 great gro. white bone buttons and 1 great gro. gray buttons—Bidder 53, *\$233.75; 104, \$245; 173, informal; 175, \$287.80; 260, \$253.21.

Class 136. New York—250 yds. cotton warp lining flannel—Bidder 53, *\$50; 70, \$80; 175, \$90.

Class 137. New York—100 doz. spools button-hole twist and 10 doz. spools 00 silk—Bidder 70, \$322.50; 85, \$297.40; 191, *\$285.

Class 138. New York—1,500 chin buckles—Bidder 159, *\$30; 175, \$36.

Class 139. New York—2,500 cap vizors—Bidder 159, *\$250; 175, \$260.

Class 140. New York—17,500 cap leathers—Bidder 22, \$892.50; 153, \$868.75; 159, *\$868.75; 175, \$905.

Class 141. New York—2,500 cap bands—Bidder 159, \$75; 175, *\$65.

Class 142. New York—15,000 yds. white binding tape 10,000 yds. tape for wigwag flags, 75 lbs. worsted, 200 doz. spools sewing cotton, 150 doz. spools linen thread, and 50 gro. buttons—Bidder 53, \$799.75; 59, \$801.50; 70, \$771.25; 173, informal; 175, *\$745.30.

Class 143. New York—5,000 lbs. curled hair—Bidder 19, \$2,111.20; 68, \$2,200; 158, *\$1,992.40; 260, \$1,993; 262, \$2,191.20; 274, \$2,249.50; 278, \$1,999; 281, \$2,269.40.

Class 144. New York—2,000 yds. mattress ticking—Bidder 41, \$330.40; 59, \$329.60; 70, \$329.80; 175, \$344; 249, *\$320; 286, \$370.

Class 145. New York—7,000 yds. Dowlas linen—Bidder 53, \$1,098.50; 70, \$1,731.10; 137, \$2,047.50; 146, \$1,671.25; 173, \$2,590; 175, \$1,969; 190, \$1,925; 236, \$1,714.30; 274, *\$1,063.20; 286, \$1,948.10.

Class 146. New York—10,000 yds. white muslin—Bidder 41, \$862.50; 59, \$837; 61, \$837; 70, \$844; 175, \$860; 236, \$836; 249, \$950; 260, *\$837.

Class 147. New York—2,000 yds. burlaps—Bidder 41, \$160; 53, \$170; 61, *\$144.80; 70, \$145; 173, \$326.67.

Class 148. New York—300 rubber mats—Bidder 33, \$645; 68, \$899.70; 101, \$1,155; 173, \$2,538; 175, *\$567; 269, \$780; 274, \$684.

Class 149. New York—240 cocoa door mats—Bidder 22, \$350.37; 68, \$372; 70, \$352.80; 115, *\$309.60; 173, \$432; 175, \$334.56; 236, \$396; 274, \$366; 280, \$369.60.

Class 150. New York—Coffee and tea pots, milk pails, coffee boilers, and other kitchen utensils—Bidder 30, \$2,301.44; 90, \$2,185.37; 173, informal; 175, \$2,311.88; 236, *\$2,179.75; 274, \$2,934.88.

Class 151. New York—200 pieces stateroom crockery—Bidder 130, \$156.50; 154, \$210; 234, *\$150.50.

Class 152. New York—170 attachments for stateroom crockery—Bidder 72, \$716.60; 130, \$514.80; 154, \$640; 223, \$720; 234, *\$507.

Class 153. New York—Lavatory fittings, including soap dishes, brush vases, tumblers, carafes, etc.—Bidder 130, \$528.80; 154, \$1,138.75; 234, *\$511.15.

Class 154. New York—25 doz. wardrobe locks—Bidder 22, \$120; 35, \$123.25; 72, \$119.17; 151, \$117.60; 175, \$125; 177, \$117.50; 215, *\$110.75; 223, \$122.50; 170, \$116.31.

Class 155. New York—210 doz. padlocks—Bidder 22, \$991; 35, \$1,036.25; 72, \$992.50; 97, \$1,001.50; 151, \$1,078.15; 169, \$1,133.85; 175, \$1,040; 177, \$997.50; 215, \$1,100.45; 223, \$870.25; 270, *\$928.50.

Class 156. New York—50 doz. drawer locks—Bidder 22, \$302.50; 35, \$312.50; 72, \$296; 151, \$299.20; 175, \$315; 177, \$298; 215, *\$294.50; 223, \$306; 270, \$259.48.

Class 157. New York—6 doz. rim locks—Bidder 35, \$179.40; 72, *\$143.70; 175, \$144; 223, \$144.

Class 158. New York—Iron wood screws—Bidder 35, \$197.15; 97, \$193.60; 151, \$205.16; 175, \$227.52; 177, \$214.27; 215, \$207.03; 238, *\$190.71; 240, \$195.37; 252, \$203.05; 270, \$199.09; 274, \$202.28.

Class 159. New York—Brass and iron wood and machine screws—Bidder 97, \$2,869.40; 151, \$3,475.88; 177, \$3,315.45 and \$2,884.75; 215, \$2,779.24; 238, *\$2,711.57; 240, \$3,249.36; 252, \$2,988; 274, \$2,735.60.

Class 160. New York—52 monkey wrenches and 8 alligator wrenches—Bidder 72, \$382.10; 97, \$382.40; 165, \$448.10; 173, \$508.08; 175, \$386.92; 177, *\$371.50; 194, \$387.80; 236, \$432.34; 270, \$392.

Class 161. New York—Stillson pipe wrenches—Bidder 13, \$728.40; 22, \$714; 35, \$699.96; 72, \$663.70; 97, *\$637.32; 99, \$673.40; 134, \$696; 151, \$661.20; 165, \$706.15; 169, \$668.39; 173, \$849.80; 175, \$657.95; 177, \$613.80; 194, \$696; 213, \$678.98; 236, \$727.14; 238, \$665.20; 240, \$700.47; 267, \$681.94; 270, \$719.95; 274, \$684.90; 83, \$749.31.

Class 162. New York—190 pkgs. jack chain—Bidder 19, \$437.50; 35, *\$151.85; 97, \$176.40; 113, \$172.70; 151, \$158.88; 169, \$178.18; 175, \$173.70; 177, \$154.50; 123, \$155.95; 240, \$167.73; 260, \$490; 270, \$168.75; 274, \$161.20.

Class 163. New York—125 lbs. lead wire—Bidder 64, \$34.38; 72, \$33.75; 223, \$37.37; 126, *\$28.12; 284, \$50.

Class 164. New York—730 lbs. soft copper wire and 400 lbs. No. 15 and No. 12 BWG copper wire—Bidder 64, *\$233.53.

Class 165. New York—155 lbs. brass wire and 600 lbs. spring brass wire—Bidder 20, *\$138.60; 23, \$160.04; 64, \$160.04; 113, \$160.04; 167, \$160.04.

Class 166. New York—230 lbs. phosphor-bronze wire—Bidder 64, \$88.55; 72, \$89.70; 113, *\$85.10; 167, \$96.60; 169, \$96.14; 175, \$97.52; 222, \$85.18.

Class 167. New York—6,400 lbs. copper nails, 75 lbs. copper brads, and 45 lbs. ascutechon pins—Bidder 64, \$1,375.80; 113, \$1,367.39; 219, *\$1,323.97; 233, \$1,377.15; 257, \$1,360.50.

Class 168. New York—68,500 lbs. steel wire nails—Bidder 22, \$1,411.10; 64, *\$1,404.25; 72, \$1,448.78; 177, \$1,406.30; 223, \$1,438.50; 240, \$1,424.50; 270, \$1,418.30.

Class 169. New York—About 22,000 lbs. black iron nails and 6,500 lbs. galvanized-iron nails—Bidder 22, \$639.58; 64, \$651.92; 72, \$649.85; 223, \$652.55; 270, *\$637.48.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 170. New York—1,820 lbs. steel wire brads—Bidder 64, \$78.80; 223, \$62.24; 240, *\$58.24; 270, \$60.80.

Class 171. New York—4,000 lbs. boat nails—Bidder 22, \$155.65; 64, \$154.60; 132, \$154.70; 223, *\$150.90.

Class 172. New York—2,500 lbs. black iron nails and 4,500 lbs. galvanized-iron nails—Bidder 22, \$201.25; 64, *\$197.85; 72, \$211.75; 223, \$205.50; 270, \$189.75.

Class 173. New York—5,000 railroad spikes, 2,500 lbs. wrought-iron spikes, and 600 lbs. deck spikes—Bidder 135, \$207.55; 194, \$196.63; 223, *\$132.25.

Class 174. New York—900 lbs. copper tacks and 75 lbs. upholsterers' tacks—Bidder 64, *\$200.47; 113, \$202.14; 223, \$204.75; 257, \$214.02.

Class 175. New York—30 portable Navy blacksmith forges—Bidder 25, \$1,350; 35, \$1,439.40; 72, *\$1,125; 83, \$1,452.62; 97, \$1,365; 135, \$1,366.50; 169, \$1,377; 177, \$1,452; 213, \$1,384.95.

Class 176. New York—24 hydraulic jacks—Bidder 68, \$1,463.50; 72, \$1,363; 97, \$1,411.50; 135, \$1,417.10; 175, \$1,224; 177, \$1,402; 204, \$1,189; 213, \$1,120.50; 223, \$1,157.55; 238, *\$1,129.50.

Class 177. New York—58 chain blocks—Bidder 22, \$1,232.75; 68, \$1,296; 72, \$1,267.50; 97, \$1,147.25; 99, \$1,296; 135, \$1,287.50; 169, *\$1,187.72; 175, \$1,212.25; 177, \$1,192.50; 194, \$1,267.50; 223, \$1,268.75; 267, \$1,197.70.

Class 178. New York—Drop forged steel lathe dogs—Bidder 72, \$174.88; 148, \$168.60; 175, \$138.60; 177, \$122.66; 270, *\$101.

Class 179. New York—24 machinists' sets and a quantity of machinists' hand taps—Bidder 35, \$1,358.45; 72, \$1,266.13; 99, \$1,250.72; 135, \$1,414.35; 169, \$1,320.65; 175, \$1,410.48; 177, *\$1,242.40; 270, \$1,255.15.

Class 180. New York—45 sets standard pipe sets—Bidder 35, \$1,031; 72, *\$886.85; 135, \$1,040; 169, \$979.60; 175, \$953.30; 177, \$909; 223, \$950; 238, \$903.30; 270, \$1,029.75.

Class 181. New York—4 doz. breast drills—Bidder 72, \$119.48; 97, \$130; 177, \$123; 270, *\$115.92.

Class 182. New York—Twist drills—Bidder 97, \$1,856.36; 135, \$1,854.80; 148, \$1,854.80; 169, \$1,854.83; 177, *\$1,809.16; 213, \$1,854.82; 215, \$1,854.83; 238, \$1,845; 267, \$1,818.25; 270, \$1,816.75.

Class 183. New York—10 doz. pipe vises—Bidder 72, \$441.80; 83, \$699.60; 97, \$404.20; 135, \$465.60; 165, \$413.60; 169, *\$378.72; 175, \$404; 177, \$424; 270, \$387.60.

Class 184. New York—Files—Bidder 148, \$2,341.56; 169, \$2,073.15; 175, \$2,104.50; 177, *\$2,046.45; 236, \$2,545.32.

Class 185. New York—Hammers and sledges—Bidder 72, \$329.77; 165, \$354.40; 169, \$336.91; 173, informal, part of class; 175, \$342.75; 177, *\$320.15; 267, \$336.25.

Class 186. New York—4 doz. Renshaw ratchets—Bidder 22, \$269; 72, \$266.94; 175, *\$256; 177, \$171.91; 194, \$272.16; 196, \$273.60; 270, \$284.

Class 187. New York—Back, hand, hack, and rip saws—Bidder 22, \$343.98; 35, \$228; 72, \$347.31; 97, \$226; 148, *\$218.70; 175, \$239.30; 173, informal, part of class; 177, \$234.80; 194, \$241.50.

Class 188. New York—125 doz. handles—Bidder 14, \$134.75; 175, \$142.50; 177, \$121.75; 194, \$152.50; 223, \$136.75; 238, *\$115; 267, \$136.85.

Class 189. New York—3 doz. steel measuring tapes—Bidder 35, \$136.80; 72, \$149.46; 97, \$135; 136, \$140.04; 147, \$147; 173, \$181.44; 175, \$166.32; 177, *\$134.10; 236, \$183.60; 270, \$141.

Class 190. New York—Sail needles, etc.—Bidder 72, \$413.47; 169, *\$394.40; 175, \$413; 177, \$410.32; 223, \$423.25; 267, \$440.15.

Class 191. New York—15 doz. dustpans—Bidder 175, \$20.10; 223, *\$18.45; 236, \$24.30; 274, \$39.75.

Class 192. New York—12 union scales—Bidder 99, *\$26.28; 175, \$32.40; 177, \$43.80; 236, \$36.96; 274, \$51.

Class 193. New York—Buttons, catches, cotters, fasteners, knobs, ladles, measures, pulleys, screws, brads, trowels, bolts, etc.—Bidder 72, \$1,306.11; 173, informal, part of class; 175, *\$1,196.10; 223, \$1,381.29.

Class 194. New York—Hinges—Bidder 72, \$1,357.60; 97, *\$1,346.77; 173, informal, part of class; 175, \$1,433.74; 223, \$1,362.80.

Class 195. New York—Tools—Bidder 97, *\$1,273.15; 165, \$1,403.82; 173, informal, part of class; 175, \$1,367.45; 177, \$1,415.60.

Class 196. New York—30 doz. brass lanterns—Bidder 72, \$854.70; 149, \$810; 169, \$725.70; 175, *\$441; 207, \$787.50.

Class 197. New York—50 doz. brass lamps—Bidder 72, \$311.40; 149, *\$247; 169, \$315; 207, \$325; 223, \$352.50.

Class 198. New York—75 doz. bunker lamps—Bidder 72, \$202.50; 149, *\$180; 169, \$204.75; 175, \$250.50; 207, \$202.50; 223, \$277.50.

Class 199. New York—21 doz. lamp feeders and fillers—Bidder 72, \$277.32; 149, \$286.20; 169, \$263.19; 173, informal, part of class; 175, *\$216.60; 207, \$345; 223, \$254.10.

Class 200. New York—5,000 lbs. candles—Bidder 120, *\$555; 175, \$570; 217, \$556; 253, \$586.50; 262, \$573.50.

Class 201. New York—Single and double leather belting—Bidder 13, \$6,646; 107, \$5,664; 150, *\$5,100; 169, \$5,459.79; 203, \$6,489.90.

Class 202. New York—5,000 sq. ft. machine-buffed leather—Bidder 22, \$1,074; 72, \$1,195; 96, *\$975; 249, \$1,275.

Class 203. New York—97,000 ft. yellow poplar—Bidder 12, *\$6,129; 88, \$7,437.50; 100, \$6,952.65; 285, \$6,842.50.

Class 204. New York—7,500 lbs. brass rod and 200 lbs. hoop brass—Bidder 16, \$1,383.50; 23, \$1,383.50; 64, \$1,383.50; 113, \$1,383.50; 167, \$1,383.50; 224, \$1,350; part, 248, *\$1,341.25; 257, \$1,455.62.

Class 205. New York—3,000 lbs. sheet brass—Bidder 16, \$658.50; 20, \$658.50; 23, \$658.50; 64, \$658.50; 113, \$658.50; 167, \$658.50; 224, \$656; 248, \$674.67; 257, *\$628.

Class 206. New York—9,350 lbs. copper rod—Bidder 16, \$1,242.75; 20, \$1,257.50; 23, \$1,242.75; 48, \$1,285.87; 64, *\$1,242.70; 113, \$1,242.75; 167, \$1,242.75; 219, \$1,215.87.

Class 207. New York—800 lbs. sheet copper—Bidder 16, \$179.36; 20, \$179.36; 26, \$179.36; 48, \$179.36; 64, \$179.36; 112, *\$170; 113, \$179.36; 257, \$179.36.

Class 208. New York—35,000 lbs. Tobin bronze rod—Bidder 16, *\$7,084.

Class 209. New York—211,300 lbs. bar iron and 22,000 lbs. bar iron—Bidder, 155, *\$8,445.46.

Class 210. New York—1,250 lbs. band iron—Bidder 64, *\$51.88; 92, \$56.25; 135, \$53.75.

Class 211. New York—40,000 lbs. round rivet steel—Bidder 48, \$1,000; 55, \$1,100; 67, *\$688; 116, \$996; 135, \$1,000; 170, \$1,500; 252, \$1,012.

Class 212. New York—52,000 lbs. medium bar steel and 14,300 lbs. medium bar steel—Bidder 48, \$1,576.85; 54, \$2,684; 55, \$1,610.40; 67, *\$1,160.83; 170, \$2,516.25; 252, \$1,610.40.

Class 213. New York—24,108 lbs. steel billets and 9,272 lbs. steel bars—Bidder 21, \$1,242.48; 48, \$1,134.92; 55, \$1,335.20; 116, \$812.71; 135, *\$672.30; 170, \$996.81.

Class 214. New York—10,600 lbs. special screw steel—Bidder 135, \$302.10; 144, \$321.18; 194, *\$287.26; 252, \$323.30.

Class 215. New York—23,500 lbs. steel angle bars—Bidder 55, \$564; 67, \$441.80; 92, *\$470; 144, \$564; 252, \$554.13.

Class 216. New York—44,180 lbs. mild steel plates—Bidder 55, \$989.63; 67, \$848.25; 116, *\$848.26; 135, \$92.44; 252, \$1,002.88.

Class 217. New York—18,900 lbs. mild steel plates—Bidder 55, *\$472.50.

Class 218. New York—39,675 lbs. galvanized steel plates—Bidder 67, \$1,007.74; 93, \$478.12; 116, *\$1,007.74; 135, \$1,019.65; 140, \$1,039.45; 167, \$1,031.55; 175, \$1,007.74; 205, \$1,087.18.

Class 219. New York—95,100 lbs. galvanized sheet steel—Bidder 64, *\$2,776.92; 93, \$2,882.76; 135, \$2,948.10; 140, \$2,965.56; 151, \$2,934.59; 167, \$2,804.45; 175, \$2,938.59; 205, \$3,069.90; 251, \$2,984.10.

Class 220. New York—350 lbs. strip solder, with rosin core—Bidder 223, *\$96.25; 272, \$98.

*A cepted.

Schedule of proposals for naval supplies—Continued.

Class 221. New York—50,000 lbs. pig tin—Bidder 3, \$17,050; 64, \$17,115; 98, \$17,750; 181, \$18,425.

Class 222. New York—50,000 lbs. boiler plates and 18,500 lbs. rolled sheet zinc—Bidder 26, \$4,943.65; 64, \$4,879.20; 83, \$4,925.15; 167, \$4,825.82; 175, \$4,954.40; 213, \$4,892.75.

Class 223. New York—10,000 lbs. slab zinc—Bidder 3, \$6,600; 63, \$6,710; 64, \$6,430; 181, \$6,400.

Class 224. New York—3,500 lbs. Cookson's regulus of antimony—Bidder 63, \$463.05; 64, \$468.65; 113, \$463.75; 120, \$476.70; 167, \$507.50; 181, \$463.75.

Class 225. New York—10,000 ft. upper deck fire hose—Bidder 39, \$8,500; 101, \$7,300; 139, \$6,800; 220, \$8,000.

Class 226. New York—15,000 ft. wash deck hose—Bidder 39, \$9,000; 101, \$7,650; 139, \$8,550; 220, \$8,250.

Class 227. New York—450 ft. suction hose—Bidder 39, \$1,305; 101, \$1,350; 128, \$1,462.50; 139, \$1,305; 216, \$1,404; 220, \$1,350; 269, \$1,179.

Class 228. New York—4,000 lbs. asbestos mill-board—Bidder 6, \$266.67; 45, \$266.40; 68, \$280; 132, \$266.66; 134, \$240; 142, \$266.66; 179, \$266.66; 262, \$280.

Class 229. New York—20,400 sq. ft. hair felt—Bidder 6, \$23.65; 68, \$813.96; 70, \$775.20; 132, \$718.80; 179, \$761.64; 262, \$717.60.

Class 230. New York—Magnesia pipe covering and magnesia block—Bidder 6, \$3,298; 45, \$3,346.50; 132, \$3,201; 142, \$3,359.

Class 231. New York—10,000 gals. boiled linseed oil—Bidder 71, \$4,373; 75, \$4,350; 201, \$4,400; 226, \$4,250.

Class 232. New York—5,000 gals. raw linseed oil—Bidder 36, \$1,842; 37, \$1,950; 71, \$1,831.50; 75, \$1,875; 201, \$1,800; 226, \$1,850.

Class 233. New York—20,000 gals. raw linseed oil—Bidder 71, \$8,536; 75, \$8,500; 201, \$8,600; 226, \$8,300.

Class 234. New York—200 gals. castor oil—Bidder 71, \$184; 74, \$192; 89, \$178; 120, \$207.80; 253, \$198.

Class 235. New York—300 gals. neatsfoot oil—Bidder 71, \$294; 74, \$390; 218, \$240.

Class 236. New York—10,000 gals. mineral oil—Bidder 71, \$1,700; 232, \$1,750.

Class 237. New York—20,000 gals. lard oil—Bidder 71, \$14,280; 75, \$14,296; 160, \$14,346; 199, \$14,900; 218, \$14,500; 229, \$13,000.

Class 238. New York—500 gals. paraffin dynamo oil—Bidder 71, \$125; 74, \$93.50; 75, \$115; 160, \$125; 230, \$147.50.

Class 239. New York—20,000 gals. lubricating oil—Bidder 71, \$6,780; 75, \$6,800; 106, \$4,700; 160, \$5,800; 188, \$9,000; 266, \$6,400.

Class 240. New York—804 gals. aluminum paint—Bidder 68, \$2,009.19; 75, \$1,479.36; 81, \$1,700.76; 82, \$1,447.20; 145, \$1,897.44; 157, \$1,648.20; 175, \$1,760.76; 233, \$1,680.36.

Class 241. New York—270,000 lbs. dry red lead—Bidder 71, \$18,900; 226, \$17,847; 284, \$17,887.50.

Class 242. New York—360,000 lbs. white lead in oil—Bidder 50, \$21,780; 71, \$24,408; 226, \$24,120; 284, \$21,852.

Class 243. New York—152,000 lbs. white zinc in oil—Bidder 81, \$10,640; 145, \$11,765.80; 162, \$10,168.80; 200, \$12,388.

Class 244. New York—Colors—Bidder 81, \$4,352.10; 117, \$4,834.07; 145, \$4,273.60; 162, \$4,411; 200, \$4,436.52; 233, \$913, part.

Class 245. New York—10,000 gals. alcohol in barrels—Bidder 2, \$3,450; 28, \$3,700; 230, \$4,350.

Class 246. New York—50,000 lbs. orange gum shellac—Bidder 186, \$26,750; 214, \$28,750.

Class 247. New York—5,000 gals. spirits turpentine in bbls.—Bidder 59, \$3,247; 71, \$3,237; 120, \$3,624.50; 162, \$3,000; 201, \$3,200; 232, \$3,221.50.

Class 248. New York—15,000 gals. spirits turpentine in cans—Bidder 59, \$10,722; 71, \$10,674; 120, \$11,773.50; 201, \$10,950; 232, \$10,495.50.

Class 249. New York—25,000 lbs. polishing paste—Bidder 33, \$1,593.75; 59, \$1,447.50; 71, \$2,000; 75, \$1,622.50; 82, \$2,250; 120, \$1,897.50; 148,

\$1,672.50; 169, \$1,685; 173, \$4,375; 175, \$2,357.50; 195, \$1,500; 236, \$2,125.

Class 250. New York—Muriatic, nitric, and sulphuric acid—Bidder 34, \$222.66; 74, \$238.02; 120, \$289.50; 230, \$261.16.

Class 251. New York—5,000 lbs. sal ammoniac—Bidder 74, \$524; 120, \$448.50; 172, \$650; 272, \$3425.

Class 252. New York—25,000 lbs. granular sodium carbonate—Bidder 74, \$622.50; 94, \$3540; 120, \$572.50.

Class 253. New York—2,000 lbs. lump borax—Bidder 68, \$178.40; 74, \$175.80; 89, \$170; 120, \$173.80; 172, \$180; 225, \$537.50; 230, \$3169.60.

Class 254. New York—150 lbs. sulphide of calcium—Bidder 120, \$253.80; 230, \$282.

Class 255. New York—10,000 lbs. chloride of calcium—Bidder 74, \$247; 89, \$250; 120, \$199.50; 172, \$350; 225, \$362.50; 230, \$238.

Class 256. New York—100 gals. crude petroleum—Bidder 71, \$28; 74, \$19.68; 75, \$18; 120, \$21.70; 230, \$22; 232, \$17.

Class 257. New York—10,000 lbs. North Carolina pine pitch—Bidder 71, \$154; 74, \$160; 120, \$139.90; 175, \$194.

Class 258. New York—10,000 lbs. lubricating grease—Bidder 22, \$1,030; 68, \$1,050; 69, \$1,200; 71, \$885; 72, \$1,023.50; 75, \$874; 120, \$1,019; 160, \$1,110; 175, \$1,070; 266, \$800.

Class 259. New York—2,000 lbs. lubricating graphite—Bidder 68, \$273; 75, \$290; 78, \$220; 120, \$244.80; 175, \$268; 192, \$300; 202, \$240; 263, \$190.

Class 260. New York—10,000 lbs. petroleum—Bidder 46, \$400; 68, \$550; 71, \$490; 89, \$542; 120, \$464.90; 172, \$620; 230, \$424; 266, \$495.

Class 261. New York—15,000 lbs. putty—Bidder 68, \$354.30; 81, \$412.50; 120, \$430.50; 145, \$405.

Class 262. New York—3,500 lbs. brown glue—Bidder 49, \$560; 74, \$385; 230, \$434; 262, \$383.95.

Class 263. New York—312 qts. bronze liquid—Bidder 81, \$124.80; 120, \$310.13; 145, \$310.20.

Class 264. New York—500 lbs. gum camphor—Bidder 74, \$440; 89, \$405; 120, \$447.40; 172, \$420; 230, \$407.50.

Class 265. New York—500 lbs. pumice stone and 10 gross carpenters' chalk—Bidder 68, \$42.50; 74, \$31; 120, \$34.90; 230, \$39.90.

Class 266. New York—500 lbs. seamless brass tubing and 59,000 lbs. seamless drawn brass pipe—Bidder 7, \$11,428.50; 20, \$11,851.50; 23, \$11,666.50; 224, \$11,547.50.

Class 267. New York—3,350 lbs. seamless drawn copper tubing—Bidder 20, \$1,300.95; 23, \$1,290.97; 224, \$1,254.47.

Class 268. New York—41,000 ft. black and galvanized wrought-iron steam pipe—Bidder 134, \$3,665; 168, \$2,387.50.

Class 269. New York—75 doz. water-gage glasses—Bidder 134, \$127.20; 169, \$69.19; 177, \$94.30; 213, \$52.23.

Class 270. New York—Pet cocks, plug cocks, and bibb cocks—Bidder 130, \$444; 134, \$348.30; 175, \$379.05; 270, \$382.23.

Class 271. New York—Brass elbows, tees, and unions—Bidder 130, \$421.95; 163, \$501.36; 169, \$420.23; 175, \$312; 189, \$330.15.

Class 272. New York—Pipe fittings—Bidder 130, \$32,878.25; 175, \$3,012.90.

Class 273. New York—Pipe fittings—Bidder 175, \$3778.20.

Class 274. New York—Angle and globe valves, etc.—Bidder 31, \$3,319.02; 134, \$3,244.90; 143, \$2,727.19; 175, \$3,341.76; 227, \$3,261.27.

Class 275. New York—5 doz. gate valves—Bidder 134, \$3110.

Class 276. New York—100 hose pipes and nozzles—Bidder 13, \$188; 33, \$175; 128, \$475; 130, \$338; 178, \$375; 223, \$365.

Class 277. New York—500 gross assorted rubber bands and 70 great gross heavy rubber bands—Bidder 15, \$307.60; 70, \$357.25; 193, \$364.10; 254, \$340.05.

Class 278. New York—Blank memorandum and press copy books—Bidder 70, \$327.15; 193, \$303.94; 254, \$317.04; 262, \$337.50.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 279. New York—Note, court-martial, and official paper—Bidder 17, \$1,007; 193, \$742.50; 254, \$851; 262, \$851.65.

Class 280. New York—Typewriter paper—Bidder 17, \$1,371.50; 175, \$1,426; 193, \$1,326.55; 254, \$1,383.50; 262, \$1,201.20.

Class 281. New York—30,000 sheets typewriter carbon paper—Bidder 193, \$225; 187, \$240; 254, \$247.50; 262, \$174.50; 264, \$375.

Class 282. New York—50 rms. wrapping paper—Bidder 70, \$318.50; 193, \$374; 187, \$363.75; 221, \$375; 262, \$393.75.

Class 283. New York—Drawing paper and tracing cloth—Bidder 70, \$210; 77, \$187.18; 136, \$185.30; 147, \$189.15.

Class 284. New York—Ink and mucilage—Bidder 193, \$428.70; 254, \$433.74.

Class 285. New York—Pens—Bidder 70, \$303.65; 183, \$323.03; 254, \$322.25; 274, \$315.50.

Class 286. New York—Pencils—Bidder 70, \$288.78; 183, \$263.75; 254, \$290.48.

Class 287. New York—150 desk pads—Bidder 70, \$42; 183, \$45.

Class 288. New York—Miscellaneous stationery—Bidder 70, \$1,222.20; 183, \$1,255.66; 254, \$1,225.36.

†Class 289. New York—1,025 lbs. insulating tape—Bidder 33, \$434.25; 183, \$348; 272, \$648.88.

Class 290. New York—Window glass—Bidder 47, \$778.42; 59, \$663; 110, \$840.15; 120, \$824.50; 175, \$1,186.80; 268, \$811.60; 274, \$968.21.

Class 291. New York—250 lbs. ground glass—Bidder 59, \$53; 120, \$24.70; 177, \$22.50; 230, \$23.75.

Class 292. New York—Emery cloth, crocus cloth, and emery powder—Bidder 35, \$1,148.45; 72, \$1,193.30; 95, \$1,266.88; 169, \$1,164.09; 173, informal; 177, \$1,303; 262, \$1,245.50.

Class 293. New York—500 thermometers and 250 hydrometers—Bidder 35, \$405; 74, \$427; 97, \$472.50; 108, \$360; 147, \$395; 256, \$429.16; 274, \$418.75.

Class 294. New York—7,800 bath brick—Bidder 68, \$187.98; 74, \$190.32; 120, \$187.20; 152, \$283.14; 175, \$187.20; 236, \$195; 253, \$187.20.

Class 295. New York—50 cork ring life buoys—Bidder 9, \$275; 141, \$285.

Class 296. New York—1,500 squilgees and 1,000 squilgee plates—Bidder 175, \$1,290; 223, \$1,430.

Class 297. New York—125,000 linen shipping tags—Bidder 17, \$338; 27, \$343; 61, \$407.50; 70, \$355; 183, \$408; 262, \$440.50.

Class 298. New York—24 letter-press copying machines—Bidder 70, \$449.76; 183, \$529.20.

Class 299. New York—20,000 cakes laundry soap—Bidder 40, \$620; 59, \$998; 86, \$840; 173, \$900; 183, \$700; 247, \$550; 253, \$784; 262, \$649.80.

Class 300. New York—1,000 lbs. castile soap—Bidder 120, \$74.90; 123, \$75; 230, \$79; 247, \$95; 262, \$77.40; 274, \$90.

Class 301. New York—920 lbs. toilet soap—Bidder 22, \$107.93; 86, \$99.90; 183, \$81.36; 193, \$81.36; 247, \$79.20; 253, \$151.20; 262, \$108.

Wireless telegraph apparatus—Bidder 1, \$15,000; 2, \$25,100; 3, (part) \$9,468; 4, \$48,300; 5, \$67,950; 6, \$175,600; 7, \$393,500.

OPENED DECEMBER 5, 1906.

Bidder 1. American Lumber and Manufacturing Co., Pittsburg, Pa.

2. American Woodworking Machinery Co., 136 Liberty street, New York.

3. Ammon & Mackel, 81 Chambers street, New York.

4. Atlas Portland Cement Co., 30 Broad street, New York.

5. Ansonia Brass and Copper Co., 99 John street, New York.

6. Armour & Co., 205 La Salle street, Chicago, Ill.

7. Aumen Machinery and Supply Co., 316 North Holliday street, Baltimore, Md.

8. Adams-Bagnall Electric Co., Cleveland, Ohio.

9. Alliance Machine Co., Alliance, Ohio.

10. American Steam Packing Co., 60 Federal street, Boston, Mass.; informal; no guaranty.

*Accepted.

11. Berry & Ferguson, 159 Devonshire street, Boston, Mass.

12. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

13. F. W. Bird & Son, East Walpole, Mass.

14. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

15. Brown & Sharpe Manufacturing Co., Providence, R. I.

16. A. S. Bacon & Sons, Savannah, Ga.

17. Belmont Iron Works, 22d street and Washington avenue, Philadelphia, Pa.

18. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.

19. F. S. Banks & Co., 90 Wall street, New York.

20. Baird Machinery Co., Pittsburg, Pa.

21. Barber Asphalt Paving Co., Land Title building, Philadelphia, Pa.

22. Bridgeport Brass Co., 253 Broadway, New York.

23. Bethlehem Steel Co., South Bethlehem, Pa.

24. Baker & Taylor Co., 33 E. 17th street, New York.

25. Carpenter Steel Co., Reading, Pa.

26. Wm. Wirt Clarke & Son, Baltimore, Md.

27. Carter & Clarke, Washington, D. C.

28. Crandall Packing Co., 136 Liberty street, New York.

29. James Clendenin, P. O. box 1002, Baltimore, Md.

30. Chase-Shawmut Co., Newburyport, Mass.

31. George V. Cresson Co., Philadelphia, Pa.

32. Carnegie Steel Co., Pittsburg, Pa.

33. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.

34. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

35. Crucible Steel Co. of America, Pittsburg, Pa.

36. Arthur L. De Groff, 386 Washington street, New York.

37. Dodge-Haley Co., 218 High street, Boston, Mass.

38. Drew Machinery Agency, Manchester, N. H.

39. Duff Manufacturing Co., Pittsburg, Pa.

40. Frank S. De Ronde Co., 46 Cliff street, New York.

41. Detrick & Harvey Machine Co., Baltimore, Md.

42. Edward J. Etting, Harrison Building, Philadelphia, Pa.

43. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

44. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

45. Expanded Metal Engineering Co., 356 Broadway, New York.

46. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.

47. Erie Foundry Co., Erie, Pa.

48. Fairbanks Co., 416 Broome street, New York.

49. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

50. Fitz Dana & Co., 110 North street, Boston, Mass.

51. Walter H. Foster Co., 114 Liberty street, New York.

52. J. A. Fay & Egan Co., 120 Broadway, New York.

53. Franklin-Moore Co., Winsted, Conn.

54. Franklin Electrical Manufacturing Co., Hartford Conn.

55. Follansbee Bros. Co., Pittsburg, Pa.

56. Garvin Machine Co., Spring and Varick streets, New York.

57. Garlock Packing Co., 136 Liberty street, New York.

58. General Electric Co., Schenectady, N. Y.

59. R. W. Geldart, 2 Stone street, New York.

60. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

61. General Fireproofing Co., Youngstown, Ohio.

62. James Hunter Machine Co., 70 Kelley street, Baltimore, Md.; informal; no guaranty.

† No award.

Schedule of proposals for naval supplies—Continued.

63. Hendey Machine Co., Torrington, Conn.
64. Handlan-Buck Manufacturing Co., St. Louis, Mo.
65. Harrington, King & Co., 79 Commercial street, Boston, Mass.
66. Hart Packing Co., 145 High street, Boston, Mass.
67. Hisey-Wolf Machine Co., Cincinnati, Ohio.
68. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
69. A. L. Hirsh, 368 Greenwich street, New York.
70. Hutchinson Cement Co., 35 South William street, New York.
71. Hartman Co., 1231 North Front street, Philadelphia, Pa.
72. R. C. Hoffman & Co., Baltimore, Md.
73. Independent Pneumatic Tool Co., Chicago, Ill.
74. Ingersoll-Sargeant Drill Co., 11 Broadway, New York.
75. E. B. James Lumber Co., 16 Central street, Boston, Mass.
76. George R. Johnson, Light and Lee streets, Baltimore, Md.
77. Jenkins Manufacturing Co., 13 Park Row, New York.
78. H. W. Johns-Manville Co., 100 William street, New York.
79. Jenkins Bros., 35 High street, Boston, Mass.
80. Jandus Electric Co., Cleveland, Ohio.
81. E. F. Keating Co., 452 Water street, New York.
82. Keuffel & Esser Co., 127 Fulton street, New York.
83. Kalt Lumber Co., 312 E. 64th street, New York.
84. Kny-Scherer Co., 225 Fourth avenue, New York.
85. J. B. Kendall, Washington, D. C.
86. George W. Knowlton, 88 Broad street, Boston, Mass.
87. Theo. Linington, jr., 56 Hudson street, New York.
88. Jacob Lindley, Bourse Building, Baltimore, Md.
89. R. K. Le Blond Machine Tool Co., Cincinnati, Ohio.
90. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
91. Manhattan Supply Co., 127 Franklin street, New York.
92. Manning, Maxwell & Moore, 85 Liberty street, New York.
93. W. B. Moses & Sons, Washington, D. C.
94. R. H. Macy & Co., Broadway and 34th street, New York.
95. Merritt & Co., 1024 Ridge avenue, Philadelphia, Pa.
96. C. S. Mersick & Co., New Haven, Conn.
97. Manhattan Electrical Supply Co., 32 Cortlandt street, New York.
98. J. S. McCormick Co., Pittsburg, Pa.
99. Morgan Engineering Co., Alliance, Ohio.
100. J. L. Mott Iron Works, 90 Beckman street, New York.
101. Andrew J. Morse & Son, Inc., 221 High street, Boston, Mass.
102. Midvale Steel Co., Philadelphia, Pa.
103. Meyer & Goetze, 109 Worth street, New York.
104. National Electrical Supply Co., Washington, D. C.
105. New Jersey Foundry and Machine Co., 9 Murray street, New York.
106. Niles-Bement-Pond Co., 111 Broadway, New York.
107. Oliver Machinery Co., Grand Rapids, Mich.
108. S. Obermayer Co., 641 Evans street, Cincinnati, Ohio.
109. Okonite Co., Ltd., 253 Broadway, New York.
110. Frederick Post Co., 28 Reade street, New York.
111. Pettingell & Andrews Co., 160 Pearl street, Boston, Mass.
112. Penn Metal Ceiling and Roofing Co., Ltd., 559 Atlantic avenue, Boston, Mass.
113. G. P. Putnam's Sons, 27 W. 23d street, New York.
114. Pratt & Whitney Co., Hartford, Conn.
115. Prentiss Tool and Supply Co., 115 Liberty street, New York.
116. Queen & Co., Inc., 1010 Chestnut street, Philadelphia, Pa.
117. Royce & Ricketts, Washington, D. C.
118. Republic Rubber Co., New York.
119. John B. Roach, 350 Fulton street, Brooklyn, N. Y.
120. Thomas R. Riley, Washington, D. C.
121. Rudolph & West Co., Washington, D. C.
122. Rowe Bros. Co., Richmond, Me.
123. Rome Brass and Copper Co., Rome, N. Y.
124. Edmund Reardon, Cambridge, Mass.
125. Rand Drill Co., 11 Broadway, New York.
126. Wm. Oscar Sealey, Barnesville, Ohio.
127. Southard & Co., 11 Broadway, New York.
128. Sherman-Brown-Clements Co., 55 Dey street, New York.
129. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
130. Thomas Somerville & Sons, Washington, D. C.
131. Fred. A. Schmidt, Washington, D. C.
132. Wm. Sellers & Co., Inc., 1600 Hamilton street, Philadelphia, Pa.
133. Osgood Sayen, 518 Arcade Building, Philadelphia, Pa.
134. Stokes Bros. Co., Inc., 30th street below Chestnut, Philadelphia, Pa.
135. Smith-Courtney Co., Richmond, Va.
136. Sheet Metal Manufacturing Co., Niles, Ohio.
137. James K. Shaw, 25 Duane street, New York.
138. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
139. Standard Paint Co., 100 William street, New York.
140. Thomas W. Smith, Washington, D. C.
141. Stearns & Henderson, 85 Portland street, Boston, Mass.
142. Smith Bros., Benton, Ohio.
143. Henry Sondheimer, Chicago, Ill.
144. Stuart-Howland Co., 275 Devonshire street, Boston, Mass.
145. Standard Railway Equipment Co., St. Louis, Mo.
146. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
147. W. & J. Sloan, Broadway and 19th street, New York.
148. A. Schrader's Son, Inc., 32 Rose street, New York.
149. Edward A. Temple, 100 William street, New York.
150. George C. Thomas, 26 Cortlandt street, New York.
151. Sidney Thursby, 73 Hudson street, New York.
152. Walter B. Timins, 61 Hudson street, New York.
153. Taunton-New Bedford Copper Co., New Bedford, Mass.
154. United Marine Supply Co., 97 Warren street, New York.
155. The Universal Supply Co., 290 Broadway, New York.
156. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
157. Vandyck-Churchill Co., 78 Dey street, New York.
158. Vermilye & Power, 17 Battery place, New York.
159. Vulcan Crucible Steel Co., Allegheny, Pa.; bid withdrawn.
160. John Wanamaker, Broadway and 10th street, New York.
161. Warren Chemical and Manufacturing Co., 17 Battery place, New York.
162. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
163. Westinghouse Electric and Manufacturing Co., Pittsburg, Pa.

Schedule of proposals for naval supplies—Continued.

164. Western Electric Co., 463 West street, New York.
 165. Well & McDowell, 1217 Market street, Philadelphia, Pa.
 166. Wilmarth & Norman Co., Grand Rapids, Mich.; Informal; no guaranty.
 167. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 168. Waldo Bros., 102 Milk street, Boston, Mass.
 169. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 170. Henry J. Winde, 102 Beverly street, Boston, Mass.
 171. A. P. Wendell & Co., Portsmouth N. H.
 172. Wm. P. Youngs & Bros., 35th street and First avenue, New York.

SCHEDULE 220—Bureau of Yards and Docks.

- Class 1. Pensacola—1 twist drill emery grinding machine—Bidder 20, *\$61.90 and \$64.60; 64, \$66.50; 117, \$63; 132, \$220; 135, \$74.
 Class 2. Pensacola—1 engine and screw-cutting lathe—Bidder 56, *\$462; 63, \$650; 89, \$520.34; 106, \$509.50; 117, \$575; 135, \$650.
 Class 3. Pensacola—1 single spindle-edge molding machine—Bidder 2, \$166.65; 20, \$176; 38, \$149.60; 52, \$172; 107, \$175; 135, *\$140.
 Class 4. Pensacola—1 improved pipe-cutting and threading machine—Bidder 20, \$734; 51, \$800; 56, *\$500; 64, \$952 and \$860; 92, \$876; 117, \$534.
 Class 5—Bidder 20, *\$257; 51, \$460; 56, \$240; 63, \$327; 106, \$293; 114, \$397; 115, \$314; 117, \$270 and \$310; 135, \$245.

SCHEDULE 22—Bureau of Construction and Repair.

- Class 11. New York—1 motor-driven band sawing machine—Bidder 52, *\$1,525.
 †Class 12. New York—1 log jack—Bidder 52, \$238.
 Class 13. Norfolk—1 pattern and core box machine—Bidder 20, *\$189.95; 52, \$504; 92, \$200; 135, \$192.98.
 Class 14. Pensacola—1 electric-driven band saw—Bidder 52, *\$944.
 †Class 15. Pensacola—1 electric-driven automatic cut-off saw—Bidder 52, \$1,590.
 Class 16. Pensacola—1 electric-driven self-feeding rip saw—Bidder 52, *\$842.

SCHEDULE 222—Bureau of Steam Engineering.

- Class 21. Boston—1 open-side extension planer—Bidder 41, *\$6,315.
 Class 22. New York—12 pneumatic drills—Bidder 34, \$901; 73, \$1,450; 74, \$915; 125, \$975; 145, *\$880.
 Class 23. New York—1 portable electric internal grinder—Bidder 59, \$96; 67, \$96; 92, \$96; 128, *\$96.
 Class 24. New York—1 portable radial drill—Bidder 59, \$190; 67, \$190; 92, \$190; 128, *\$190.
 Class 25. New York—1 portable electric hand or breast drill—Bidder 34, *\$63.75; 59, \$72; 64, \$70; 67, \$72; 92, \$72; 128, \$72; 135, \$65.
 Class 26. New York—1 portable electric grinder—Bidder 59, \$40; 64, \$40; 67, \$40; 92, \$40; 117, \$50; 128, \$40; 135, *\$37.40.
 Class 27. New York—1 cold metal sawing machine—Bidder 64, *\$358; 157, \$375.
 Class 28. New York—1 cold metal sawing machine—Bidder 64, \$258; 157, \$275.
 Class 29. New York—1 cold metal sawing machine—Bidder 64, *\$130; 157, \$150.
 Class 30. League Island—1 scroll saw machine—Bidder 2, \$87.50; 20, \$72.75; 38, \$83.50; 52, \$99; 64, \$105; 135, *\$72.50.
 Class 31. League Island—1 2,500-lb. steam hammer—Bidder 9, \$2,570; 20, \$1,829; 47, \$2,196; 48, \$2,245; 92, \$1,800; 99, \$2,045; 106, *\$1,694; 115, \$1,880; 117, \$1,850; 132, \$1,880 and \$1,955; 157, \$2,246; 158, \$1,886.
 Class 32. League Island—1 150-lb. power hammer—Bidder 48, *\$725; 117, \$850, \$1,020, \$955, \$960, \$1,130, and \$1,065.

*Accepted.

- Class 33. League Island—1 100-lb. power hammer—Bidder 48, *\$640; 117, \$610, \$705, and \$685.
 Class 34. League Island—1 50-lb. power hammer—Bidder 48, *\$525; 117, \$463, \$550, and \$540.
 Class 35. League Island—1 centering machine—Bidder 20, \$222; 48, *\$210; 114, \$281; 157, \$234.
 Class 36. Norfolk—1 screw-cutting gap lathe—Bidder 92, \$723; 106, \$453 and \$875; 115, *\$535.
 Class 37. Norfolk—1 universal milling machine—Bidder 7, \$800; 12, *\$550; 15, \$542 and \$692.75; 20, \$744; 48, \$643; 63, \$630 and \$680; 92, \$640; 106, \$585; 117, \$560; 135, \$557.

SCHEDULE 237—Bureaus of Yards and Docks and Navigation, Guantanamo delivery.

- †Class 41. 50 cu. yds. sand—Bidder 140, \$3,191.50.
 Class 42. 00 bbls. Portland cement—Bidder 4, \$216; 19, 199; 26, \$235; 70, \$247.
 Class 43. Bolts and washers—Bidder 119, *\$248.25.
 Class 44. 12 white-pine doors and 12 white-pine windows—Bidder 44, \$264; 140, \$203.40.
 Class 45. 1 doz. sets Coburn trolley door hangers—Bidder 14, \$175; 91, \$119.40; 105, \$112, \$119, *\$109.
 Class 46. About 51,000 ft. yellow pine—Bidder 1, *\$1,984.40; 16, \$2,297; 44, \$2,351; 140, \$2,203.39.
 Class 47. 7,300 lbs. steel work—Bidder 17, *\$237.25; 140, \$390.45; 150, \$282.51.
 †Class 48. 344 soft-steel rods—Bidder 140, \$233.59.
 Class 49. 3,200 sq. ft. No. 10 gage expanded metal—Bidder 19, \$116; 26, \$176; 45, *\$112; 61, \$116; 91, \$140.80; 140, \$134.72.
 Class 50. 70 rolls rubberoid roofing—Bidder 13, \$210; 21, \$349.30; 26, \$483; 40, \$437.50; 78, *\$330; 91, \$485.80; 139, \$364; 155, \$385; 161, \$339.
 Class 51. 2,400 ft. wrought-iron or steel pipe—Bidder 77, \$424; 81, \$236; 91, *\$230.80.
 Class 52. Pipe fittings—Bidder 77, \$99.30; 81, *\$41.28; 91, \$61.02.

SCHEDULE 238—Yards and Docks.

- Class 61. Portsmouth—50 arc lamps—Bidder 8, \$550; 33, \$522.50; 58, \$475; 80, *\$457.50; 104, \$562.50; 111, \$545; 144, \$462.50; 163, \$572.50.
 Class 62. Portsmouth—150 bbls. Portland cement in bags—Bidder 11, *\$229.50; 26, \$298.50; 46, \$229.50 and \$246; 60, \$449.25; 70, \$259.50; 168, \$141.50.
 Class 63. Portsmouth—75 cu. yds. sand—Bidder 122, *\$75; 168, \$199.50.
 Class 64. Portsmouth—10,300 ft. timber—Bidder 44, \$420; 75, *\$379.
 Class 65. Washington—Wrought-iron pipe and couplings—Bidder 71, \$147.90; 81, *\$129.11; 91, \$237.81; 130, \$135.28.
 Class 66. Washington—14 steam radiators and 1 pipe system—Bidder 71, \$86.38; 81, *\$65.43; 130, \$91.29.

SCHEDULE 239—Equipment.

- Class 71. Norfolk—10,000 incandescent lamps—Bidder 54, *\$1,400; 58, \$1,600; 97, \$1,400; 104, \$1,400; 162, \$1,400; 163, \$1,600; 164, \$1,600.
 Class 72. New York—7,500 ft. lighting wire and interior communication cable—Bidder 58, *\$4,502; 109, \$5,446; 162, \$4,704.51; 164, \$4,597.50.
 Class 73. Boston—25,000 fire bricks—Bidder 26, \$875; 42, \$850; 108, \$1,162.50; 168, *\$1,050.
 Class 74. Boston—10 tons kaolin—Bidder 26, \$120; 46, *\$59.90; 108, \$85; 129, \$134; 168, \$62.50.
 Class 75. New York—Chinaware—Bidder 137, *\$4,273.17.
 Class 76. New York—Glassware—Bidder 137, *\$3,940.10.
 Class 77. League Island—54 emery wheels—Bidder 14, \$162.42; 26, \$13.11; 64, *\$13.02; 91, \$16.20; 92, \$15.54.
 Class 78. League Island—1 Franklin portable shop crane and hoist—Bidder 20, *\$124; 64, \$129; 91, \$139.40; 92, \$127.
 Class 79. League Island—1 anvil, 1 ratchet, 2 screw hoists, and 5 tackle blocks—Bidder 14, \$198;

†No award.

Schedule of proposals for naval supplies—Continued.

20, \$87.85; 48, \$79.20; 64, \$91.85; 91, \$101.40; 92, \$369.40; 119, \$83.26.

Class 80. Boston—1,700 lbs. shear steel—Bidder 25, \$255; 35, \$144.50; 102, \$144.50.

Class 81. Norfolk—3,000 yds. khaki canvas—Bidder 103, \$1,000.

Class 82. League Island—44 lockers—Bidder 26, \$219.56; 61, \$420; 91, \$207.56; 92, \$207.40; 95, \$207.60.

Class 83. League Island—6 carboys acid—Bidder 14, \$264.25; 69, \$69.65.

Class 84. League Island—1 blue-print frame, 1 car, 1 tank, and 1 tube—Bidder 14, \$70.84; 116, \$360; 165, \$74.

SCHEDULE 240.—Ordnance.

Class 91. Washington—32,000 ft. white pine—Bidder 1, \$1,855; 44, \$1,922; 60, \$1,530.40; 120, \$1,677.80; 134, \$2,023.02; 140, \$2,126; 169, \$1,892.

Class 92. Washington—75,000 ft. white ash—Bidder 1, \$4,500; 27, \$3,900; 43, \$4,125; 44, \$4,125; 60, \$3,749.25; 120, \$3,967.50; 140, \$3,806; 143, \$4,350; 169, \$3,900.

Class 93. Washington—10,000 ft. yellow poplar—Bidder 27, \$894; 44, \$1,130; 60, \$747.50; 120, \$779; 140, \$960.

Class 94. Washington—40 bbls. molasses—Bidder 14, \$357.63; 69, \$299.20; 85, \$300; 88, \$760 and \$279; 98, \$3260; 108, \$336; 152, \$680.

Class 95. Washington—120 rolls thin negative solar print paper and 6,000 sheets do, 14 by 17 in.—Bidder 82, \$256.80; 110, \$211.80; 131, \$216; 165, \$330.

SCHEDULE 241.—Construction and Repair.

Class 101. Boston—Indicating fuses—Bidder 30, \$69.25; 144, \$61.80; 154, \$50.

Class 102. Boston—6 immersion coil heaters—Bidder 33, \$71.25; 104, \$81; 111, \$81; 144, \$81; 164, \$81.

Class 103. Portsmouth—Solid mahogany and golden oak chairs and stools—Bidder 59, \$1,974.45; 93, \$2,005.75; 94, \$1,306.83; 138, \$1,965.63; 141, \$2,005.75; 160, \$2,005.75.

Class 104. Portsmouth—3 folding chairs, 1 surgeon's stool, and 1 instrument stand—Bidder 84, \$31.20; 91, \$37.50; 129, \$29.80; 160, \$41.05.

Class 105. Portsmouth—Stateroom crockery and toilet-room fixtures—Bidder 77, \$700.91; 100, \$1,091.55.

Class 106. Boston—200 gross machine screws—Bidder 18, \$80.50; 29, \$190.50; 49, \$146.50; 64, \$95.65; 121, \$80.33; 160, \$165.50.

Class 107. Boston—16 spur-gear chain hoists—Bidder 19, \$636; 37, \$810; 49, \$640; 53, \$686.40; 64, \$864; 85, \$585; 92, \$864; 96, \$585; 119, \$756; 158, \$643.80.

Class 108. Boston—6 grindstones—Bidder 18, \$80; 38, \$100.50; 49, \$78.

Class 109. Boston—12 ball-bearing ratchet screw jacks—Bidder 39, \$684; 92, \$852.90; 96, \$855.

Class 110. Boston—12 steel rivet forges—Bidder 19, \$167.76; 38, \$169.20; 49, \$167.76; 64, \$140.40; 85, \$142.80; 92, \$157.20.

Class 111. Boston—12 doz. Walton's Roller Scotchmen—Bidder 49, \$192.

†Class 112. New York—1 18-in. metal sawing machine—No bids.

Class 113. New York—Glass knobs, shutter knobs, drawer pulls, etc.—Bidder 59, \$371.40; 91, \$447; 119, \$385.62.

Class 114. Portsmouth—200 lbs. Swedes iron, 1 platform scale, and 1 diamond plate-glass cutter—Bidder 171, \$29.50.

Class 115. Boston—Platform scales, hand saws, machine bits, nickel steel pliers, cant dogs, thimbles, etc.—Bidder 18, \$216.23; 49, \$202.38; 91, \$179.55; 94, informal, part of class.

Class 116. New York—8,000 ft. white-oak plank and 13,000 ft. quartered white oak—Bidder 43, \$1,915; 44, \$2,075.

Class 117. New York—100,000 ft. white oak-plank stock—Bidder 43, \$4,500; 44, \$5,750; 76, \$5,375; 126, \$5,500; 127, \$5,180; 142, \$5,750.

Class 118. Boston—50 hickory butts—Bidder 14, \$350; 44, \$200; 75, \$160; 167, \$162.50; 170, \$125.

*Accepted.

Class 119. Boston—3,775 lbs. Tobin bronze—Bidder 5, \$782.93.

Class 120. Boston—200 lbs. spring brass—Bidder 22, \$35.50; 29, \$35.50; 49, \$54; 68, \$35.50; 123, \$38.

Class 121. Portsmouth—8,000 lbs. sheet copper—Bidder 5, \$1,592; 35, \$1,592; 68, \$1,592; 123, \$1,400; 153, \$1,592.

Class 122. Norfolk—40,300 lbs. open-hearth steel billets—Bidder 23, \$1,712.75; 85, \$1,209; 102, \$1,410.50.

Class 123. Portsmouth—60,000 lbs. galvanized sheet steel—Bidder 29, \$159.60; 50, \$180; 55, \$156; 72, \$155.40; 85, \$163.20; 90, \$163.80; 91, \$170.40; 112, \$165; 136, \$195.

Class 124. Portsmouth—6,000 lbs. galvanized sheet steel—Bidder 29, \$170.40; 50, \$187.50; 55, \$162; 64, \$165; 72, \$167.40; 85, \$171; 90, \$169.80; 91, \$174.40; 112, \$171; 136, \$195.

Class 125. Boston—250 sq. yds. linoleum—Bidder 6, \$124.60; 91, \$233.50; 94, \$270; 146, \$250; 147, \$243.75.

Class 126. Boston—2,000 lbs. best beef tallow—Bidder 14, \$138; 65, \$122.50; 69, \$149.60; 124, \$120.

Class 127. Portsmouth—2 sets diving apparatus—Bidder 101, \$2,132; 148, \$2,160.

SCHEDULE 242.—Steam Engineering.

Class 131. League Island—50 shaft hangers and 4 clutches—Bidder 31, \$581; 48, \$845; 59, \$458; 132, \$880.58 and \$800.58.

Class 132. Portsmouth—11,625 lbs. round mild steel—Bidder 23, \$377.81; 32, \$244.13; 35, \$261.56; 72, \$302.25; 85, \$279; 102, \$435.94; 149, \$279.

Class 133. New York—17,820 lbs. steel plates—Bidder 32, \$397.29; 72, \$347.49; 85, \$364.42; 149, \$420.55.

Class 134. League Island—2,600 lbs. mild steel angles—Bidder 14, \$70.74; 32, \$61.88; 59, \$69.42; 72, \$82.14.

Class 135. Boston—325 lbs. spiral packing and 38 lbs. sheet packing—Bidder 14, \$731; 19, \$204.49; 28, \$351.35; 57, \$392.05; 66, \$282.75; 81, \$323.37; 86, \$284.80; 133, \$272.50; 156, \$250.50.

Class 136. Boston—Rubber pump valves—Bidder 57, \$726.37; 79, \$754; 86, \$948; 118, \$757.79; 133, \$712.76.

SCHEDULE 243.—Supplies and Accounts.

Class 141. Brooklyn naval medical supply depot—13,800 sq. ft. white-pine boards—Bidder 1, \$1,005; 44, \$824; 83, \$672; 167, \$703.50; 172, \$364.

Class 142. New York—200,000 lbs. tinned peaches—Bidder 36, \$14,600; 87, \$15,080; 151, \$14,620; 152, \$14,040.

SCHEDULE 245.—Equipment.

Class 151. New York—Books for ships' library—Bidder 3, \$3,786.35; 24, \$4,037.25; 94, informal, part of class; 113, \$3,909.05; 160, \$3,923.55.

OPENED DECEMBER 12, 1906.

Bidder 1. Albion Lumber Co., 168 Crocker Building, San Francisco, Cal.

2. American Rubber Manufacturing Co., 253 Spear street, San Francisco, Cal.

3. American Tube Works, 95 Broad street, Boston, Mass.

4. American Lumber and Manufacturing Co., Pittsburg, Pa.

5. American Die and Tool Co., Reading, Pa.

6. Armour & Co., 205 La Salle street, Chicago, Ill.

7. American Glue Co., 121 Beverly street, Boston, Mass.

8. American Steel and Wire Co., 24 State street, New York.

9. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

10. Adams & Westlake Co., 2042 N. 10th street, Philadelphia, Pa.

†No award.

Schedule of proposals for naval supplies—Continued.

11. Samuel R. Allman, Equitable Building, Baltimore, Md.
12. Abraham & Strauss, 420 Fulton street, Brooklyn, N. Y.
13. Bowers' Rubber Co., 42 Sacramento street, San Francisco, Cal.
14. R. Carter Ballantyne, Washington, D. C.
15. Bethlehem Steel Co., South Bethlehem, Pa.
16. W. N. Best American Calorific Co., 11 Broadway, New York.
17. Buckeye Iron and Brass Works, Dayton, Ohio.
18. Boston Belting Co., 256 Devonshire street, Boston, Mass.
19. G. W. Bent & Co., 93 Causeway street, Boston, Mass.
20. Baker & Hamilton, 2 Pine street, San Francisco, Cal.
21. Buckley, Woodhull & Brown, Brooklyn, N. Y.
22. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.
23. George F. Blake Manufacturing Co., 114 Liberty street, New York.
24. Berry & Alkins, Bainbridge Street wharf, Philadelphia, Pa.
25. Benedict & Burnham Manufacturing Co., 37 Park Row, New York.
26. F. S. Banks & Co., 90 Wall street, New York.
27. Bridgeport Brass Co., 253 Broadway, New York.
28. F. O. Boyd & Co., 71 Hudson street, New York.
29. H. S. Crocker Co., 217 Bush street, San Francisco, Cal.
30. California Electrical Works, 547 Mission street, San Francisco, Cal.
31. Carpenter Steel Co., Reading, Pa.
32. Carnegie Steel Co., Pittsburg, Pa.
33. No bids.
34. George Cowen, 392 West Broadway, New York.
35. A. S. Carman, Vallejo Junction, Cal.
36. Commercial Electrical Supply Co., St. Louis, Mo.
37. Crucible Steel Co. of America, Pittsburg, Pa.
38. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.
39. C. & C. Electric Co., 149 Broadway, New York.
40. James Clendenin, P. O. box 1006, Baltimore, Md.
41. Crocker-Wheeler Co., Ampere, N. J.
42. Wm. Wirt Clarke & Son, Baltimore, Md.
43. R. P. Clarke Co., Washington, D. C.
44. Drew Machinery Agency, Manchester, N. H.
45. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
46. Dunham-Carrigan-Hayden Co., 17 Beale street, San Francisco, Cal.
47. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
48. C. A. Dickie, 205 La Salle street, Chicago, Ill.
49. Driggs-Seabury Ordnance Corporation, Sharon, Pa.
50. G. Elias & Bros., 965 Elk street, Buffalo, N. Y.
51. Electric Storage Battery Co., 19th street and Allegheny avenue, Philadelphia, Pa.
52. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
53. Fiske Bros. Refining Co., 15 Old Slip, New York.
54. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
55. Charles E. Felch, 118 2d street, San Francisco, Cal.
56. W. P. Fuller & Co., 21 Front street, San Francisco, Cal.
57. J. H. Fowkes & Co., 77 Washington street, Boston, Mass.
58. France Packing Co., Tacony, Philadelphia, Pa.
59. Henry Frank, 40 Spruce street, New York.
60. Froment & Co., 151 Bank street, New York.
61. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
62. R. W. Geldart, 2 Stone street, New York.
63. George A. Graves & Sons, Springfield, Mass.; informal, no guaranty.
64. Arthur Gamwell, 1306 Alaska Building, Seattle, Wash.
65. Richard H. Grey, 123 California street, San Francisco, Cal.
66. Gorham Rubber Co. (Inc.), 392 Mission street, San Francisco, Cal.
67. Garlock Packing Co., 136 Liberty street, New York.
68. Gould Storage Battery Co., 1 W. 34th street, New York.
69. General Electric Co., Schenectady, N. Y.
70. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
71. Hadwin Houghton, 117 Fulton street, New York.
72. R. C. Hoffman & Co., Baltimore, Md.
73. A. L. Hirsh, 368 Greenwich street, New York.
74. Helios Manufacturing Co., Bridesburg, Philadelphia, Pa.
75. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
76. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
77. Handlan-Buck Manufacturing Co., St. Louis, Mo.
78. Hallidie Machinery Co., Seattle, Wash.
79. H. W. Johns-Manville Co., 100 William street, New York.
80. Jenkins Manufacturing Co., 13 Park Row, New York.
81. Wm. G. Johnson, Seattle, Wash.
82. Jandus Electric Co., Cleveland, Ohio.
83. G. M. Josselyn & Co., 38 Market street, San Francisco, Cal.
84. Katt Lumber Co., 312 E. 64th street, New York.
85. George W. Knowlton, 88 Broad street, Boston, Mass.
86. J. B. Kendall, Washington, D. C.
87. E. F. Keating Co., 452 Water street, New York.
88. John Lowe, Jr., Key West, Fla.
89. T. A. Lumley, Key West, Fla.
90. Lunkenheimer Co., Cincinnati, Ohio.
91. Lamb & Tilden, Washington, D. C.
92. Robert Leding, Washington, D. C.
93. Lorillard Refrigerator Co., 23 W. 34th street, New York.
94. Lamb, Finley & Co., 256 Church street, New York.
95. Arthur J. Lockwood, 12 Platt street, New York.
96. John Lucas & Co., 322 Race street, Philadelphia, Pa.
97. J. H. Leonard & Co., 15 Park Row, New York.
98. Andrew J. Morse & Son (Inc.), 221 High street, Boston, Mass.
99. J. L. Mott Iron Works, Washington, D. C.
100. Robert B. McKim, 118 Pearl street, Boston, Mass.
101. Monongahela Iron and Steel Co., Pittsburg, Pa.
102. McCray Refrigerator Co., Washington, D. C.
103. E. J. Murphy Co., Washington, D. C.
104. W. B. Moses & Sons, Washington, D. C.
105. Morse & White Co., 75 Cornhill street, Boston, Mass.
106. C. S. Mersick & Co., New Haven, Conn.
107. Meyer & Goetze, 109 Worth street, New York.
108. P. R. Mitchell Co., 185 Canal street, New York.
109. Michigan Wire Cloth Co., Detroit, Mich.
110. Massasoit Manufacturing Co., Fall River, Mass.
111. McCloud River Lumber Co., 5th and Brannan streets, San Francisco, Cal.
112. Midvale Steel Co., P. O. box 1006, Philadelphia, Pa.
113. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
114. Manning, Maxwell & Moore, 85 Liberty street, New York.

Schedule of proposals for naval supplies—Continued.

115. H. W. Middleton Co., 945 Ridge avenue, Philadelphia, Pa.
 116. Montgomery & Co., 105 Fulton street, New York.
 117. Manhattan Supply Co., 127 Franklin street, New York.
 118. R. H. Macy & Co., Broadway and 34th street, New York.
 119. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
 120. New York Shellac Co., 229 Pearl street, New York.
 121. National Electrical Supply Co., Washington, D. C.
 122. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
 123. O'Jaffe & Pinkus, 103 Franklin street, New York.
 124. Old Dominion Paper Co., Norfolk, Va.
 125. S. Obermayer Co., Cincinnati, Ohio.
 126. Penn Metal Ceiling and Roofing Co., Ltd., Boston, Mass.
 127. Pacific Hardware and Steel Co., Mission and Fremont streets, San Francisco, Cal.
 128. Price & Keene, 1211 Walnut street, Philadelphia, Pa.
 129. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
 130. E. H. Pierce, 32 Fremont street, San Francisco, Cal.
 131. Queen & Co., Inc., 1010 Chestnut street, Philadelphia, Pa.
 132. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
 133. Randolph-Clowes Co., Waterbury, Conn.
 134. Republic Rubber Co., 97 Warren street, New York.
 135. H. A. Rogers Co., 19 John street, New York.
 136. Hugh Reilly, Washington, D. C.
 137. Royce & Ricketts, Washington, D. C.
 138. N. I. Rees, 39 Frankfort street, New York.
 139. Ross Lumber Co., Jamestown, N. Y.
 140. Rider & Cotton, Portsmouth, N. H.
 141. Rockwell Engineering Co., 26 Cortlandt street, New York.
 142. H. Rosenthal & Bro., 428 W. Broadway, New York.
 143. J. B. Roache, 350 Fulton street, New York.
 144. Rudolph & West Co., Washington, D. C.
 145. B. F. Sturtevant Co., Hyde Park, Mass.
 146. Standard Oil Co., 26 Broadway, New York.
 147. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
 148. W. & J. Sloan, Broadway and 19th street, New York.
 149. Schwabacker Hardware Co., Seattle, Wash.
 150. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
 151. Sheet Metal Manufacturing Co., Niles, Ohio.
 152. A. Schrader's Son, Inc., 32 Rose street, New York.
 153. Sussfeld, Lorsch & Co., 37 Malden Lane, New York.
 154. Sherwin-Williams Co., Cleveland, Ohio.
 155. Standard Underground Cable Co., Pittsburg, Pa.
 156. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
 157. Spencer Optical Co., 12 Malden Lane, New York.
 158. Charles A. Schieren Co., 38 Ferry street, New York.
 159. Sherman-Brown-Clements Co., 55 Dey street, New York.
 160. Stokes Bros. Co., Inc., 30th street below Chestnut, Philadelphia, Pa.
 161. J. Spencer Turner Co., 86 Worth street, New York.
 162. Edward A. Temple, 100 William street, New York.
 163. Tate, Jones & Co., Inc., Empire Building, Pittsburg, Pa.
 164. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
 165. Truckee Lumber Co., 6 California street, San Francisco, Cal.
 166. Geo. H. Tay Co., 51 1st street, San Francisco, Cal.
 167. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
 168. N. & G. Taylor, 3d and Chestnut street, Philadelphia, Pa.
 169. Union Lumber Co., 6th and Channel streets, San Francisco, Cal.
 170. U. S. Gutta Percha Paint Co., Providence, R. I.
 171. Universal Supply Co., 290 Broadway, New York.
 172. United Marine Supply Co., 97 Warren street, New York.
 173. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 174. A. P. Wendell & Co., Portsmouth, N. H.
 175. John Wanamaker, New York.
 176. Peter Woll & Sons, Philadelphia, Pa.
 177. Wm. A. West, Portsmouth, Va.
 178. J. R. Wettstein, 71 Broadway, New York.
 179. Willard Storage Battery Co., Cleveland, Ohio.
 180. F. P. Wilkinson, 1 Hudson street, New York.
 181. Whiton Hardware Co., Seattle, Wash.
 182. Washington Broom and Hardware Co., Seattle, Wash.
 183. Wittler-Coburn Co., 18 Fremont street, San Francisco, Cal.
 184. Western Electric Co., 463 West street, New York.
 185. R. A. & J. J. Williams, Philadelphia, Pa.
 186. Charles M. Yates, 40 Stewart street, San Francisco, Cal.
 187. Youngstown Iron and Steel Roofing Co., Youngstown, Ohio.
 188. Wm. P. Youngs & Bros., 35th street and First avenue, New York.
 189. American Distributing Co., 50 Stone street, New York.
 190. Ellis A. Gimbel, Market and 9th street, Philadelphia, Pa.
 191. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 192. Pettingell & Andrews Co., 160 Pearl street, Boston, Mass.

SCHEDULE 230.—Bureau of Yards and Docks.

- Class 1. Puget Sound—12 arc lamps—Bidder 36, \$145.20; 69, \$121.20; 74, \$123.60; 82, \$138; 137, \$156.
 Class 2. Puget Sound—Electrical supplies—Bidder 30, \$147.68; 36, \$153.12; 172, \$201.25.

SCHEDULE 231.—Bureau of Equipment.

- Class 11. Mare Island—1 storage battery outfit—Bidder 51, \$710.22; 68, \$675; 137, \$797; 172, \$648.75; 179, \$308.95.
 Class 12. Mare Island—1 a. c., d. c., 2 K. W. motor generator set—Bidder 41, \$312.50; 69, \$275.
 Class 13. Mare Island—1 5 K. W. set up testing transformer—Bidder 30, \$340; 69, \$168; 184, \$300.

SCHEDULE 232.

- Class 21. Mare Island—10 vises—Bidder 30, \$103.50; 46, \$101.50; 62, \$98; 65, \$114; 76, \$105; 77, \$100; 106, \$93.75; 114, \$92.50; 117, \$104.70; 143, \$105.60.
 Class 22. Mare Island—300 pipe staves—Bidder 35, \$297; 64, \$192.
 Class 23. Mare Island—900 lbs. Tobin bronze—Bidder 64, \$218.25; 76, \$192.15.
 Class 24. Mare Island—26,960 lbs. steel bars—Bidder 32, \$1,191.63; 49, \$970.56; 65, \$1,455.84; 72, \$1,005.60; 86, \$1,118.84.
 Class 25. Mare Island—300 lbs. sheet gum—Bidder 2, \$342; 13, \$291; 18, \$360; 46, \$351; 64, \$283.50; 70, \$297; 122, \$300; 130, \$264.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 26. Mare Island—800 lbs. sheet packing—Bidder 2, \$672; 13, \$640; 18, \$600; 46, \$616; 64, *\$504; 70, \$632; 79, \$760; 130, \$672.

Class 27. Mare Island—72 rubber elbows and 6 gross rubber washers—Bidder 80, *\$40.11.

Class 28. Mare Island—36 faucets and a quantity of plumbing, bathroom and 1 lavatory fittings—Bidder 80, *\$2,879.64; 99, \$3,192.20.

Class 29. Mare Island—200 lenses varying in diameter from 7 in. to 10½ in.—Bidder 45, \$421.36; 46, *\$354.50; 97, \$651.05; 172, \$386.45.

SCHEDULE 233.—Bureau of Steam Engineering.

Class 31. Mare Island—1 induction motor—Bidder, 69, *\$1,390; 128, \$325.

SCHEDULE 234.—Bureau of Supplies and Accounts.

Class 41. Puget Sound—1,000 lbs. bolts and nuts and 900 lbs. washers—Bidder 46, \$254.50; 65, \$295; 78, *\$209.10; 159, \$259.50.

Class 42. Mare Island—Bolts, nuts, rivets, and washers—Bidder 20, \$195.35; 46, \$179.07; 65, \$215.50; 127, *\$151.47.

Class 43. Puget Sound—20 doz. padlocks—Bidder 20, \$100; 26, \$91.50; 46, \$114.90; 62, \$93; 65, \$117.50; 78, \$114.50; 81, \$112.50; 117, *\$82.65; 127, 103.60; 143, \$99.50; 148, \$110.85; 149, \$185.

Class 44. Puget Sound—440 lbs. brass wire—Bidder 25, \$92.91; 40, \$92.90; 64, \$103.40; 75, *\$92.90; 76, \$102.20; 78, \$97.50; 113, \$92.90; 127, \$102.96; 129, \$96.80; 149, \$108.80.

Class 45. Puget Sound—200 lbs. brads and 50 doz. prs. hinges—Bidder 20, \$124; 46, \$125.50; 62, \$99.75; 78, *\$93; 81, \$161; 117, \$134; 127, \$154; 143, \$95; 149, \$164.50.

Class 46. Mare Island—2,200 lbs. brads and 2,800 lbs. nails—Bidder 20, \$235; 46, *\$205.82; 81, \$235.04; 127, \$277.90; 143, \$243.70.

Class 47. Mare Island—4,000 lbs. spikes—Bidder 20, *\$152; 46, \$153.20; 81, \$179.20; 127, \$156; 159, \$184.

Class 48. Mare Island—30 doz. sheaves—Bidder 20, \$216; 46, \$215.70; 62, \$237; 117, \$222; 127, *\$202.50; 143, \$261.

Class 49. Puget Sound—Brass wood screws—Bidder 20, \$250.70; 46, \$234.81; 54, *\$211.35; 77, \$242.01; 78, \$287.80; 81, \$246.22; 127, \$249.30; 149, \$291.20; 159, \$235.44; 162, \$237.

Class 50. Mare Island—Brass, wood, and machine screws—Bidder 20, \$354.15; 46, \$356.99; 54, *\$265.75; 64, \$412.10; 77, \$336.52; 127, \$353.77; 159, \$360.23; 162, \$275.60.

Class 51. Mare Island—Twist drills—Bidder 20, \$381.60; 46, \$402.48; 54, \$349.86; 64, \$574.91; 77, *\$349.36; 86, \$353.74; 97, \$346.22; 106, informal; 129, \$399.57; 144, \$349.50; 167, \$429.84; 181, \$475.62.

Class 52. Mare Island—326 round-nose pilers—Bidder 20, \$188.16; 46, *\$173.52; 64, \$206.40; 108, \$503.10.

Class 53. Mare Island—522 screw wrenches—Bidder 20, \$232.56; 46, \$231.84; 54, \$232.56; 62, \$231.84; 64, \$232.92; 77, \$244.34; 81, \$252; 106, informal; 117, \$271.20; 127, *\$231.12; 129, \$289.44; 166, \$235.96; 181, \$257.76.

Class 54. Mare Island—132 pipe wrenches—Bidder 20, \$91.20; 46, \$98.10; 54, \$91.80; 62, \$93.62; 64, \$119.88; 76, \$87; 77, \$90; 81, \$102.24; 106, informal; 114, \$83.64; 117, *\$63.84; 127, \$99.00; 129, \$136.80; 166, \$107.40; 181, \$95.76.

Class 55. Mare Island—Machinists' hand and screw taps—Bidder 20, \$607.10; 26, \$618.16; 46, \$655.28; 62, *\$609.80; 77, \$609.15; 86, \$683; 114, \$665.25; 117, \$900.75; 129, \$898.95; 181, \$508.18.

Class 56. Mare Island—48 doz. shovels—Bidder 20, *\$256.80; 46, \$306.64; 64, \$384; 127, \$485.72; 159, \$350.24.

Class 57. Mare Island—85 doz. sail needles, 10 doz. palms, and 500 thimbles—Bidder 64, \$136.25; 83, \$166.50; 114, \$115.35; 117, \$134; 143, *\$91.45.

Class 58. Mare Island—Hammers—Bidder 20, *\$169.92; 46, \$172.38; 77, \$165.48; 117, \$186.66; 129, \$246.78.

Class 59. Mare Island—36 blocks, differential pulley—Bidder 20, \$300.24; 42, *\$265.14; 46, \$284.22; 62, \$279; 77, \$288; 86, \$302.40; 106, informal; 114, \$267.48; 117, \$320.40; 127, \$314.10; 129, \$310.50; 143, \$298.08; 167, \$284.40; 181, \$299.52.

Class 60. Mare Island—35 doz. hacksaw blades—Bidder 20, \$150; 46, *\$147.25; 62, \$150.95; 64, \$178; 77, \$131.75; 114, \$157.70; 129, \$187.15; 167, \$178.25; 181, \$195.25.

Class 61. Mare Island—Buttons, tacks, iron wire, awls, gages, etc.—Bidder 20, \$378.01; 46, *\$377.50; 117, \$482.96; 127, \$402.07; 143, \$537.31.

Class 62. Mare Island—2,000 ft. white hickory—Bidder 35, \$266; 50, \$320; 64, *\$229; 111, \$280; 139, \$240.

Class 63. Mare Island—70,000 ft. sugar pine and 50,000 ft. California yellow pine—Bidder 35, \$6,330; 64, \$7,614; 111, *\$5,873.30; 165, \$6,461.

Class 64. Mare Island—65,000 ft. red wood—Bidder 1, *\$2,005; 35, \$2,170; 64, \$2,017.50; 111, \$2,330; 169, \$2,241.

Class 65. Puget Sound—17,000 lbs. bar iron—Bidder 64, \$552.50; 65, \$510; 78, \$552.40; 81, *\$442; 101, \$833.

Class 66. Mare Island—34,550 lbs. bar iron—Bidder 64, \$1,122.87; 65, \$1,692.95; and \$863.75; 81, *\$853.38; 101, \$1,433.82.

Class 67. Mare Island—9,325 lbs. Tobin bronze—Bidder 64, \$3,090.25; 65, \$2,617.50; 76, *\$2,063.13.

Class 68. Mare Island—250 lbs. hoop brass—Bidder 25, \$47.25; 40, *\$45.25; 64, \$65; 65, \$62; 76, \$50; 113, \$45.25; 127, \$46.37; 129, \$75; 133, \$46.25.

Class 69. Mare Island—250 lbs. round copper rod—Bidder 25, \$52.13; 37, \$52.50; 40, \$53.38; 64, \$66.25; 113, *\$52.13; 127, \$56.37; 129, \$60.

Class 70. Mare Island—23,000 lbs. mild steel—Bidder 15, \$1,035; 31, \$1,225.90; 32, \$701.50; 37, \$805; 65, \$782; 151, *\$701.50; 162, \$874.

Class 71. Mare Island—22,000 lbs. galvanized sheet steel—Bidder 64, \$910.80; 65, \$1,078; 77, \$915.20; 86, \$907.50; 113, \$915.20; 127, *\$820.60; 151, \$872; 187, \$902.

Class 72. Mare Island—4,200 lbs. galvanized corrugated steel—Bidder 20, \$201.20; 64, \$320.90; 65, \$267; 77, \$192.60; 86, \$190.20; 113, \$200.52; 127, *\$180; 151, \$193.50.

Class 73. Mare Island—2,500 ft. garden hose—Bidder 13, *\$375; 18, \$500; 64, \$450; 66, \$387.50; 85, \$500; 130, \$400.

Class 74. Mare Island—2,000 ft. upper-deck fire hose—Bidder 13, *\$1,400; 18, \$1,600; 66, \$1,600; 70, \$1,580; 85, \$1,440; 130, \$1,500; 167, \$1,460.

Class 75. Mare Island—2,500 gals. kerosene—Bidder 53, *\$650; 186, \$725.

Class 76. Mare Island—2,000 gals. sperm oil—Bidder 53, \$1,640; 56, *\$1,270; 183, \$1,500; 186, \$1,900.

Class 77. Mare Island—150 qts. aluminum paint—Bidder 42, \$135; 55, \$127.50; 64, \$111; 125, \$255; 154, *\$84; 177, \$117.97; 183, \$131.25; 186, \$112.50.

Class 78. Mare Island—50 lbs. bronzing powder—Bidder 55, \$50; 56, *\$28.50; 64, \$36; 125, \$125; 183, \$50; 186, \$42.50.

Class 79. Mare Island—600 gals. gasoline—Bidder 183, *\$168; 186, \$216.

Class 80. Mare Island—300 gals. glycerin—Bidder 53, *\$410.25; 132, \$435.

Class 81. Mare Island—250 lbs. rotten stone and 100 lbs. soapstone—Bidder 56, \$23.50; 125, \$70; 132, \$29.15; 183, \$33; 186, *\$23.15.

Class 82. Mare Island—3,500 lbs. seamless drawn copper pipe—Bidder 3, *\$798; 25, \$805; 76, \$826; 127, \$819; 133, \$812.

Class 83. Mare Island—520 lbs. lead pipe—Bidder 65, \$416; 76, \$364; 166, *\$364.

Class 84. Mare Island—7,000 ft. black iron pipe and 4,000 ft. galvanized iron pipe—Bidder 20, *\$807.50; 76, \$783.50.

Class 85. Mare Island—8 doz. globe valves—Bidder 17, \$220; 20, \$216; 77, \$290; 90, *\$201.60; 97, \$528; 114, \$248; 117, \$408; 166, \$216; 167, \$210.40.

Class 86. Mare Island—Brass and galvanized iron pipe fittings—Bidder 80, *\$1,176.47, part; 130, \$2,479.28; 166, \$1,427.40

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 87. Mare Island—125 rms. typewriter paper—Bidder 29, \$148.75; 124, \$126.25; 171, *\$117.97.

Class 88. Mare Island—18 doz. letter files—Bidder 29, *\$131.25; 43, \$142.50; 124, \$144.90.

Class 89. Mare Island—Miscellaneous stationery supplies—Bidder 29, *\$253.24; 43, \$306.51; 124, \$298.08.

Class 90. Puget Sound—30 doz. corn brooms and 5 doz. whisk brooms—Bidder 64, \$155; 132, *\$119.10; 149, \$130.75; 182, \$130.75.

Class 91. Puget Sound—4 doz. kalsomine brushes—Bidder 9, *\$108; 64, \$168; 142, \$110.

Class 92. Puget Sound—10 doz. linen towels and 108 doz. spools cotton thread—Bidder 43, \$78.50; 64, \$104.40; 132, *\$74.74.

Class 93. Mare Island—Window glass—Bidder 56, *\$431.95; 183, \$546.25; 186, \$466.15.

Class 94. Mare Island—25 rms. emery cloth—Bidder 6, \$260; 7, \$257.50; 20, \$279.50; 42, \$210; 46, \$314.50; 56, \$268.75; 62, \$244; 64, \$336.25; 77, \$237.50; 81, \$296.25; 106, \$252; 114, *\$228.75; 127, \$247.25; 129, \$341.25; 177, \$255.50; 186, \$312.50.

Class 95. Puget Sound—8 bundles rawhide lacing leather—Bidder 42, \$11; 78, \$9.10; 114, \$8.75; 129, *\$8.25.

Class 96. Mare Island—25,000 shipping tags—Bidder 14, *\$66; 29, \$143.75; 43, \$71; 124, \$70.

Class 97. Puget Sound—5,000 lbs. cotton waste—Bidder 46, \$530; 64, \$587.50; 65, \$600; 78, \$525; 81, \$520; 86, *\$512.50; 127, \$850; 132, \$534.50; 149, \$575; 167, \$520; 186, \$518.75.

Class 98. Mare Island—25,000 lbs. cotton waste—Bidder 20, *\$2,450; 46, \$2,597.50; 56, \$2,562.50; 64, \$2,855; 65, \$3,000; 86, \$2,562.50; 110, \$2,462.50; 127, \$4,000; 132, \$2,547.50; 149, \$3,450; 167, \$2,600; 186, \$2,497.50.

Class 99. Mare Island—50 sets combination brass stencils and letters—Bidder 20, \$31.25; 46, *\$20.25; 91, \$29; 114, \$35; 124, \$24.50; 125, \$47.50; 127, \$93.75.

SCHEDULE 244.—Yards and Docks and Construction and Repair.

Class 101. Key West—240,000 shingles—Bidder 50, \$1,080; 64, *\$945.60; 88, \$1,296.05; 89, \$1,308.

Class 102. Key West—1,500 ft. yellow pine—Bidder 50, \$90; 64, \$126; 88, *\$39; 89, \$42.

Class 103. Key West—3,000 sq. ft. extra heavy I. C. tin—Bidder 77, *\$72; 88, \$120; 113, \$120; 168, \$146.25 and \$141.

Class 104. Pensacola—440 sheets corrugated steel roofing and 60 ft. galvanized steel ridge roll—Bidder 40, \$467.86; 42, \$603; 77, *\$556.70; 86, \$579.16; 117, \$656.90; 126, \$564.90; 151, \$641.95.

Class 105. Pensacola—100,000 lbs. washers, 200 lbs. roofing nails, and 100 lbs. banca tin—Bidder 24, \$84; 40, *\$73; 42, \$81.

Class 106. Pensacola—8 boxes window glass—Bidder 34, *\$40.56; 42, \$45.20; 73, \$41.92.

Class 107. New Orleans—Standard punches—Bidder 5, *\$27.36; 86, \$53.28.

†Class 108. New Orleans—Die heads and dies or chases—No bids.

SCHEDULE 246.—Yards and Docks.

Class 111. New York—Rubber-covered wire—Bidder 69, \$108; 121, \$127.50; 155, \$107.39; 184, \$127.23.

Class 112. Norfolk—12,000 ft. weather-proof wire and 1,000 ft. rubber-covered wire—Bidder 8, \$210.56; 36, \$214.25; 69, *\$210; 121, \$213; 155, \$212; 184, \$219.20.

Class 113. Norfolk—Galvanized strand insulators, arresters, wire holders, bolts, nuts, and cross arms—Bidder 36, *\$59.68; 121, \$88.75; 192, \$79.02.

Class 114. New York—Conduit boxes, etc.—Bidder 36, \$162.31; 172, \$223.15; 184, \$168.80; 192, *\$167.23.

Class 115. Norfolk—37 white cedar or juniper poles—Bidder 50, \$592; 121, \$351.50; 177, *\$249.75.

Class 116. Portsmouth—Metallic packing for rods and stems—Bidder 58, \$433.75; 67, *\$335.12; 87, \$730; 119, \$690.

*Accepted.

SCHEDULE 247.—Equipment.

Class 121. Boston—4 50-Kilowatt generating sets with spare parts—Bidder 39, *\$15,315.50; 69, \$16,060; 145, \$16,715.85.

Class 122. Boston—7,500 yds. flax canvas—Bidder 94, *\$3,600; 123, \$3,862.50; 175, \$3,867.75.

Class 123. Boston—17,000 yds. khaki canvas—Bidder 107, *\$7,305; 161, \$7,615.

Class 124. New York—A quantity of oriental rugs—Bidder 12, *\$154; 118, \$2,132.80; 147, *\$359; 148, \$809.15; 150, \$1,769.50; 175, \$96; 190, \$2,015.

Class 125. New York—10 sets taps—Bidder 62, *\$117.90; 116, \$125.

Class 126. New York—10 waste oil purifiers and refillers—Bidder 62, \$331; 114, \$331; 116, *\$330; 117, \$354; 143, \$344.40.

Class 127. League Island—8,000 ft. white ash—Bidder 50, \$680; 52, \$546; 61, \$805; 64, *\$427; 139, \$750; 160, \$570; 185, \$560.

Class 128. League Island—1,000 ft. white hickory—Bidder 50, \$80; 61, \$147.50; 64, *\$69.50; 139, \$120; 160, \$120; 185, \$110.

Class 129. League Island—5,000 ft. white pine—Bidder 4, \$200; 50, \$240; 52, \$225; 61, \$325; 64, \$460; 160, \$200; 185, *\$162.50; 188, \$200.

Class 130. League Island—3,000 ft. panel poplar—Bidder 50, \$250; 61, \$298.50; 64, *\$201; 139, \$230; 160, \$260; 185, \$207; 188, \$225.

Class 131. Washington—50 binoculars—Bidder 92, \$327.50; 131, \$535; 153, \$370; 157, \$304.80; 128, *\$325.

Class 132. Boston—50 wind sail hoops—Bidder 54, \$20.

SCHEDULE 248.—Ordnance.

Class 141. Washington—Bevel gears and pinions—Bidder 117, *\$408.

Class 142. Washington—Return bends, hoops, plates, etc.—Bidder 87, \$99.50; 116, *\$39; 117, \$65; 119, \$108.62.

Class 143. Washington—3,000 lbs. cotton waste—Bidder 43, \$290.70; 86, *\$270; 103, \$315; 110, \$270.

SCHEDULE 429—Construction and Repair.

†Class 151. Boston—1,250 lbs. zinc anodes—No bids.

Class 152. Boston—1,500 lbs. curled hair—Bidder 6, \$532.80; 19, \$465; 42, \$555; 57, *\$490; 118, \$555; 150, \$570; 164, \$539.55; 177, \$518.40; 176, \$539.85.

Class 153. League Island—Mattress wire—Bidder 150, *\$92.25.

†Class 154. League Island—7 roll-top desks—No bids.

Class 155. Delivered and erected on the U. S. S. *St. Louis* at Philadelphia—6 refrigerators—Bidder 93, \$1,280; 102, *\$753.

Class 156. Norfolk—Chairs and stools—Bidder 62, \$1,786.50; 104, \$1,782.50; 118, *\$1,222.17; 147, \$1,783.70.

Class 157. Boston—Band saws—Bidder 22, \$118.26; 44, \$119.50; 54, \$108.50; 62, \$103.60; 86, \$108; 97, *\$99.62; 100, \$108.30; 114, \$105.18; 116, \$109.28; 117, \$125.80; 143, \$116.

Class 158. League Island—54 locks—Bidder 62, \$16.80; 116, *\$16.74; 117, \$16.74.

Class 159. League Island—35 locks—Bidder 62, \$22.40; 116, *\$21.35.

Class 160. League Island—105 locks and catches—Bidder 10, \$157.50; 62, *\$131.25; 143, \$136.50.

Class 161. Boston—Cotton brushes, buffs, and felt wheels—Bidder 116, *\$51; 117, \$64.60.

Class 162. League Island—2 bolt furnaces—Bidder 16, *\$300; 141, \$425; 163, \$750.

Class 163. League Island—1 steam pump—Bidder 23, *\$55; 44, \$58; 141, \$275.

Class 164. New York—108,750 lbs. mild steel rod—Bidder 37, *\$3,199.97; 86, \$3,697.50; 95, \$3,751.87; 162, \$3,523.50.

Class 165. Boston—Salts, ammonia, etc.—Bidder 73, \$74.50; 156, *\$37.56.

Class 166. League Island—50 plugs—Bidder 80, *\$18; 87, \$37.50; 119, \$40.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 167. League Island—22 mirrors—Bidder 45, *\$20.96; 73, \$44.44; 96, \$23.58; 97, \$26.50; 117, \$37.40; 118, \$29.

Class 168. League Island—Plate glass—Bidder 42, \$96.10; 73, \$98.50; 96, \$82.47; 97, *\$75.65.

†Class 169. League Island—1 confidential wall plan locker—No bids.

Class 170. Boston—2 complete sets diving apparatus—Bidder 98, *\$2,126; 152, \$2,150.

Class 171. Boston—500 lbs. rigging leather—Bidder 42, \$225; 59, \$230; 138, \$250; 158, *\$210.

SCHEDULE 250.—Steam Engineering.

Class 181. Boston—Copper wire gauze—Bidder 105, \$675; 109, *\$500.

Class 182. League Island—500 nuts—Bidder 114, *\$27.50.

Class 183. League Island—25 tons foundry pig iron—Bidder 26, \$502.25; 62, *\$493; 86, \$500.

Class 184. League Island—36,158 lbs. steel—Bidder 60, \$774.93; 72, *\$712.30; 86, \$733.70; 115, \$806.96.

Class 185. Portsmouth—28,100 lbs. steel—Bidder 32, \$691.26; 60, \$618.20; 72, *\$612.58; 86, \$665.97; 162, \$623.82.

Class 186. Boston—Tool steel, spring steel, crucible steel, etc.—Bidder 37, *\$291.30.

Class 187. Boston—200 gals. gasoline—Bidder 73, \$45.90; 146, *\$31.

Class 188. Boston—300 lbs. copper pipe—Bidder 25, *\$75; 27, \$75.

SCHEDULE 251.—Supplies and Accounts.

Class 191. Portsmouth—Brass screws—Bidder 22, \$41.13; 54, \$39.21; 64, \$47.43; 144, \$38.84; 174, *\$18.27.

Class 192. Portsmouth—Builders' hardware and tools—Bidder 22, \$445.95; 54, *\$284.54; 116, \$422.48; 117, \$532.08; 174, \$431.88.

Class 193. New York—White ash, mahogany, maple, yellow poplar, and quartered oak—Bidder 4, \$2,185; 50, \$2,050; 61, \$2,454; 64, *\$2,005; 84, \$2,076; 139, \$2,320; 185, \$2,240; 188, \$2,036; 191, \$2,119.

Class 194. New York—75,000 ft. yellow pine—Bidder 4, \$3,280; 50, \$3,290; 52, \$3,790; 61, \$3,536.50; 64, \$4,510; 84, \$3,032.50; 185, \$3,765; 188, *\$2,955; 191, \$3,440.

Class 195. New York—55,000 ft. yellow pine—Bidder 4, \$2,475; 21, \$662.50; 50, \$2,550; 64, *\$1,910; 185, \$3,300; 188, \$3,850; 191, \$2,612.50.

Class 196. New York—1,775 lbs. flax packing—Bidder 62, *\$281.87; 64, \$434.87; 67, \$443.75; 79, \$355; 114, \$298.20; 135, \$301.75.

Class 197. New York—2,400 lbs. sheet gum packing—Bidder 18, \$1,800; 64, *\$1,392; 67, \$1,920; 70, \$1,806; 79, \$2,160; 134, \$1,824; 173, \$1,968.

Class 198. New York—Tuck's packing—Bidder 18, \$543.75; 64, *\$304.50; 67, \$472.50; 70, \$500.25; 79, \$326.25; 134, \$430.25.

Class 199. Portsmouth—120 lbs. cloth insertion and flax packing—Bidder 64, *\$55.80; 67, \$71.25; 79, \$72.75.

Class 200. Washington—1,000 galls. alcohol—Bidder 28, \$410; 156, \$435; 189, *\$400.

Class 201. Washington—500 galls. linseed oil—Bidder 53, \$245; 73, \$289.75; 96, \$250; 103, \$235; 136, \$220; 156, *\$219.50.

Class 202. Washington—30,000 lbs. red lead, dry—Bidder 53, *\$1,977; 71, \$1,983; 103, \$2,025; 136, \$1,987.50; 156, \$1,980; 178, \$1,987.50.

Class 203. Washington—40,000 lbs. white lead in oil—Bidder 38, *\$2,450; 53, \$2,676; 71, \$2,705; 96, \$2,731; 103, \$2,700; 136, \$2,512.50; 156, \$2,540; 178, \$2,462.50.

Class 204. Washington—Colors—Bidder 42, \$174.20; 47, \$210; 71, \$201.05; 96, *\$184.25; 103, \$527.50; 156, \$196.25.

Class 205. Washington—2,000 lbs. orange gum shellac—Bidder 103, \$1,200; 120, *\$1,080.

Class 206. Washington—500 galls. turpentine—Bidder 53, *\$382.50; 73, \$399.75; 103, \$385.

Class 207. Washington—2,000 lbs. Spanish whitening—Bidder 42, \$26.20; 73, \$39.60; 103, \$40; 156, *\$24.60.

Class 208. Washington—80 pts. and 40 qts. Le Page's glue—Bidder 7, *\$34.40; 38, \$46.80; 42, \$50.80; 54, \$44.80; 73, \$53.60; 103, \$62; 117, \$45.20; 118, \$48.40; 144, \$45.60; 156, \$42.83.

Class 209. Portsmouth—150 lbs. iron or steel cement compound—Bidder 42, \$37.50; 54, \$43.50; 87, \$36; 114, \$32.85; 117, \$45; 127, \$37.50; 170, *\$22.50; 174, \$34.50.

Class 210. Portsmouth—150 lbs. elastic iron or steel cement—Bidder 42, \$37.50; 54, \$43.50; 114, *\$32.85; 117, \$45; 174, \$34.50.

Class 211. Portsmouth—Unions, elbows, cocks, and valves—Bidder 87, *\$49.02; 117, \$58.45.

Class 212. Portsmouth—40 doz. corn brooms—Bidder 11, \$116; 62, *\$115.80; 117, \$160; 118, \$180; 140, \$126.80; 174, \$128; 180, \$116.80.

Class 213. Portsmouth—3 doz. brushes—Bidder 174, *\$6.90.

Class 214. Portsmouth—Emery cloth and varnish paper—Bidder 7, \$144.33; 42, \$143.50; 44, \$160.47; 48, \$144.33; 54, \$138.36; 62, \$139.44; 64, \$193.50; 103, \$177.50; 114, *\$132.28; 117, \$153.40; 156, \$148.08; 177, \$142.93.

Class 215. Washington—40 rms. emery cloth—Bidder 7, \$392; 42, \$408.80; 44, \$425; 48, \$392; 54, \$369.60; 62, \$359.80; 64, \$550; 103, \$490; 114, *\$352.80; 156, \$401.50; 177, \$390.20.

SCHEDULE 252.

Class 221. Washington—1 steel tube and hoops—Bidder 15, *\$17,837.82; 112, \$17,837.82.

Class 222. Washington—1 steel tube and hoops—Bidder 15, *\$12,437.88; 112, \$12,437.88.

Class 223. Washington—1 steel tube and hoops—Bidder 15, *\$15,764.70; 112, \$15,764.70.

OPENED DECEMBER 19, 1905.

Bidder 1. American Steel and Wire Co., 24 State street, New York.

2. W. D. Allen Manufacturing Co., 151 Lake street, Chicago, Ill.

3. Boston Belting Co., 256 Devonshire street, Boston, Mass.

4. G. H. Burnham, Newport, R. I.

5. Geo. F. Blake Manufacturing Co., 114 Liberty street, New York.

6. Bishop Gutta Percha Co., 420 E. 25th street, New York.

7. Broderick & Bascon Rope Co., St. Louis, Mo.

8. Boston Woven Hose and Rubber Co., Cambridge, Mass.

9. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

10. Crouse-Tremaine Carbon Co., Fostoria, Ohio.

11. Crucible Steel Co. of America, Pittsburg, Pa.

12. James B. Clow & Sons, 342 Franklin street, Chicago, Ill.

13. R. P. Clarke Co., Washington, D. C.

14. A. S. Cameron Steam Pump Works, 433 E. 23d street, New York.

15. Commercial Electrical Supply Co., St. Louis, Mo.

16. Charles Cory & Son, 278 Division street, New York.

17. Coggins & Owens, 102 N. Frederick street, Baltimore, Md.

18. S. B. Condit, jr., & Co., 67 Batterymarch street, Boston, Mass.

19. Wm. Wirt Clarke & Son, Baltimore, Md.

20. James Clendenin, P. O. box 1002, Baltimore, Md.

21. Carpenter Steel Co., Reading, Pa.

22. M. T. Davidson, 43 Keap street, Brooklyn, N. Y.

23. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

24. Emmert Manufacturing Co., Waynesboro, Pa.

25. Ellis Chalmers Co., Dedham, Mass.

26. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

27. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

28. Fairbanks Co., 416 Broome street, New York.
29. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
30. General Electric Co., Schenectady, N. Y.
31. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
32. R. W. Geldart, 2 Stone street, New York.
33. Harron, Rickard & McCone, Fremont street, San Francisco, Cal.
34. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
35. Holyoke Belting Co., Holyoke, Mass.
36. Geo. B. Hughes, Jersey City, N. J.
37. Holtzer-Cabot Electric Co., Brookline, Mass.
38. Henshaw, Bulkley & Co., 48 Fremont street, San Francisco, Cal.
39. Handlan-Buck Manufacturing Co., St. Louis, Mo.
40. J. H. Jolley & Co., 42 N. 5th street, Philadelphia, Pa.; informal; no guarantee.
41. Jenkins Manufacturing Co., 13 Park Row, New York.
42. C. S. Knowles, 7 Arch street, Boston, Mass.
43. Geo. W. Knowlton, 88 Broad street, Boston, Mass.
44. J. B. Kendall, Washington, D. C.
45. Kouffel & Esser Co., 127 Fulton street, New York.
46. E. F. Keating Co., 452 Water street, New York.
47. J. H. Leonard & Co., 15 Park Row, New York.
48. John Lucas & Co., 322 Race street, Philadelphia, Pa.
49. T. M. Maguire, Minneapolis, Minn.
50. Midvale Steel Co., Philadelphia, Pa.
51. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
52. Montgomery & Co., 105 Fulton street, New York.
53. Manhattan Supply Co., 127 Franklin street, New York.
54. Manning, Maxwell & Moore, 85 Liberty street, New York.
55. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
56. J. L. Mott Iron Works, 90 Beekman street, New York.
57. Newport Engineering Works, Newport, R. I.
58. National Electrical Supply Co., Washington, D. C.
59. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
60. Niles-Bement-Pond Co., 111 Broadway, New York.
61. New Jersey Foundry and Machine Co., 9 Murray street, New York.
62. New Doty Manufacturing Co., Janesville, Wis.
63. Nason Manufacturing Co., 71 Beekman street, New York.
64. National Carbon Co., Cleveland, Ohio.
65. Otis Elevator Co., 17 Battery place, New York.
66. Peckham Co., Newport, R. I.
67. Pettingill & Andrews Co., 160 Pearl street, Boston, Mass.
68. Porter Co., 194 Water street, New York.
69. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
70. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
71. John A. Roeblings Sons Co., 117 Liberty street, New York.
72. John T. Reagan, Newport, R. I.
73. E. A. Ritchie & Sons, Brooklyn, N. Y.
74. Hugo Reisinger, 11 Broadway, New York.
75. Rome Brass and Copper Co., Rome, N. Y.
76. Rider & Cotton, Portsmouth, N. H.
77. Clement Restein & Co., 137 N. 2d street, Philadelphia, Pa.
78. Royce & Ricketts, Washington, D. C.
79. Republic Rubber Co., 47 Warren street, New York.

80. L. M. Rumsey Manufacturing Co., St. Louis, Mo.
81. Standard Underground Cable Co., Pittsburgh, Pa.
82. Osgood Sayen, 518 Arcade Building, Philadelphia, Pa.
83. Sherwin-Williams Co., Cleveland, Ohio.
84. Stokes Bros. Co., 30th below Chestnut, Philadelphia, Pa.
85. Sprague Electric Co., 527 W. 34th street, New York.
86. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
87. A. H. Skinner, Fall River, Mass.
88. Stuart-Howland Co., Boston, Mass.
89. Safety Armored Conduit Co., Pittsburgh, Pa.
90. George C. Thomas, 26 Cortlandt street, New York.
91. United Marine Supply Co., 97 Warren street, New York.
92. Universal Supply Co., 290 Broadway, New York.
93. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
94. Watson, Hallett & Co., 85 Oliver street, Boston, Mass.; informal; no guarantee.
95. A. P. Wendell & Co., Portsmouth, N. H.
96. John Wanamaker, Philadelphia, Pa.
97. Warner Elevator Manufacturing Co., Cincinnati, Ohio.
98. Western Electric Co., 463 West street, New York.
99. W. P. Youngs & Bros., 35th street and First avenue, New York.
100. Chicago Rawhide Manufacturing Co., 130 Congress street, Boston, Mass.

SCHEDULE 235.—Yards and Docks.

Class 1. Mare Island—1 standard safety worm-gear power belt elevator—Bidder 49, \$887; 65, \$795; 97, \$495.

SCHEDULE 236.—Construction and Repair.

Class 11. Mare Island—1 double-angle shear—Bidder 33, \$2,784; 38, \$2,163; 60, \$2,460; 62, \$2,700; 69, \$2,350.

Class 12. Mare Island—1 No. 4 giant key seater—Bidder 33, \$641.25; 38, \$815 and \$880.

Class 13. Bidder 38, \$908; 54, \$906; 78, \$360.

SCHEDULE 260.—Yards and Docks.

Class 21. Portsmouth—8,000 solid carbons—Bidder 10, \$169; 42, \$190.50; 58, \$230.50; 64, \$203.50; 74, \$208.50; 88, \$178.50; 98, \$203.

Class 22. Portsmouth—90 doz. inner globes for arc lamps—Bidder 58, \$164.70; 67, \$166.05; 88, \$167; 91, \$129.35; 98, \$155.04.

Class 23. Portsmouth—30,700 ft. rubber-covered wire—Bidder 1, \$2,171.05; 6, \$2,540; 30, \$2,067; 42, \$2,760.50; 58, \$2,115.50; 81, \$1,840.20; 98, \$2,246.83.

Class 24. Portsmouth—4,200 ft. enameled iron conduit—Bidder 15, \$406; 18, \$392.40; 51, \$393.60; 58, \$419.50; 67, \$484.45; 88, \$459.20; 89, \$392.36.

Class 25. Portsmouth—Conduit fittings—Bidder 15, \$85.80; 18, \$67.70; 58, \$81.52; 67, \$87.64; 88, \$83.34; 89, \$67.47.

Class 26. Portsmouth—100 lbs. Grimshaw tape and 75 lbs. friction tape—Bidder 15, \$66.50; 30, \$98.75; 42, \$99; 58, \$78.50; 67, \$82.50; 88, \$81.75; 98, \$77.

Class 27. Portsmouth—Pull sockets extra chair, attachment plugs and current taps—Bidder 15, \$108.36; 30, \$135.43; 42, \$121.95; 58, \$112.27; 67, \$116.25; 88, \$116.25; 98, \$116.

Class 28. Portsmouth—225 yds. lamp cord—Bidder 15, \$80; 30, \$89; 42, \$107; 58, \$92.50; 67, \$90.40; 88, \$88.50; 91, \$115; 98, \$88.50.

Class 29. Portsmouth—Cut-outs, switches, and rosettes—Bidder 15, \$113.40; 30, \$144.13; 42, \$154; 58, \$104.12; 67, \$115.75; 88, \$127.62; 98, \$117.75.

Class 30. Portsmouth—Knife switches—Bidder 15, \$140.75; 42, \$149.90; 58, \$131; 67, \$121.40; 88, \$117.30; 98, \$135.50.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 31. Portsmouth—Cut-outs, receptacles, sockets, fuses, switches, cleats, etc.—Bidder 15, \$250.50; 30, \$470.94; 58, \$380.56; 67, \$357.71; 88, \$343.39; 91, informal, part of class; 98, \$376.81.

Class 32. League Island—Wrought and cast iron pipe and fittings—Bidder 12, \$512; 29, \$440.26; 34, \$470.21; 46, \$437.45; 53, \$598.75.

Class 33. Portsmouth—Extra heavy soil pipe and Y's—Bidder 12, \$179.89; 46, \$206.10; 63, \$188.75.

Class 34. Portsmouth—Water-closets, etc.—Bidder 41, \$364; 56, \$402; 63, \$405.

SCHEDULE 261.—*Equipment.*

†Class 41. New York—30 buzzers—Bidder 16, \$165; 37, \$142.50; 42, \$210; 58, \$177; 78, \$22.50; 98, \$168.

Class 42. Norfolk—500 ft. lead-covered wire—Bidder 30, \$287.50; 58, \$315; 91, \$295 and \$312; 98, \$305; 30, \$3295.

Class 43. Boston—Electrical supplies—Bidder 42, \$97; 58, \$306.10; 91, \$77.25; 98, \$69.30.

Class 44. Boston—100 enunciator drops—Bidder 16, \$78; 37, \$65; 42, \$90; 58, \$82; 98, \$75.

Class 45. New York—200 conduit fittings—Bidder 41, \$121.20; 89, \$121.60; 98, \$128.

Class 46. Boston—Machine screws—Bidder 27, \$42.30.

Class 47. Newport—6,600 ft. Georgia yellow pine lumber—Bidder 26, \$250.80; 66, \$297; 87, \$214.50.

Class 48. League Island—38 lbs. phosphor bronze—Bidder 9, \$20.25; 20, \$14.02; 54, \$14.79.

Class 49. League Island—1,607 lbs. bar copper—Bidder 20, \$406.20; 55, \$373.29; 75, \$388.14.

Class 50. New York—2,122 lbs. annealed tool steel—Bidder 11, \$286.47; 21, \$530.50; 49, \$1,061.

Class 51. New York—800 lbs. gun steel, 500 lbs. tool steel and 5 lbs. spring steel—Bidder 11, \$47.75; 21, \$88.

Class 52. Newport—100 lbs. wire nails, 800 ft. black pipe, and 44 stanchions—Bidder 9, \$868.45; 53, \$247.60; 57, \$90.10; 66, \$228.30; 90, \$111.

†Class 53. Boston—10 enameled indicator dials—No bids.

Class 54. Boston—50 double burners for oil lamps—Bidder 32, \$5; 68, \$4.50; 73, \$3.

Class 55. Boston—Repairing binnacles—Bidder 45 (part), \$557; 73, \$1,723.27.

SCHEDULE 262.—*Ordnance.*

Class 61. League Island—200 yds. scrim and 20 lbs. linen thread—Bidder 9, \$168; 13, \$51.60; 96, \$74.40.

Class 62. Washington—500 ft. leather belting, 3 in. wide and 1,000 ft. of single and double leather belting 1 in. to 8 in.—Bidder 2, \$890; 17, \$897; 19, \$1,149.91; 35, \$905; 58, \$1,008.90; 80, \$1,087; 100, \$1,105.80.

Class 63. Washington—15 bundles leather lace belting—Bidder 19, \$17.80; 52, \$23.25; 80, \$17; 100, \$18.75.

Class 64. Newport—20 short torpedo deck trucks—Bidder 4, \$775; 53, \$669.40; 57, \$800; 61, \$3,080; 72, \$980; 90, \$1,134.60.

Class 65. Washington—1 surface plate—Bidder 19, \$524; 32, \$498; 52, \$180 and \$290; 54, \$474.38.

SCHEDULE 263.—*Construction and Repair*

Class 71. Washington—1 motor generator set—Bidder 30, \$1,726; 58, \$2,140.

Class 72. Portsmouth—300 cylinder chest locks—Bidder 27, \$117; 32, \$110.28; 52, \$114; 53, \$114; 70, \$119.10; 76, \$123; 95, \$105.

Class 73. Portsmouth—1,000 prs. hinges and 1 500 brass buttons—Bidder 27, \$64.50; 32, \$245; 53, \$105; 70, \$130.75; 95, \$71.

Class 74. New York—1,250 ft. steel wire rope and 1,000 ft. tiller rope—Bidder 7, \$300.95; 44, \$344.42; 53, \$421.60; 54, \$370.06; 61, \$274.42; 71, \$395.08; 90, \$316.85; 92, \$315.57.

Class 75. Portsmouth—10,000 ft. cherry—Bidder

*Accepted.

23, \$1,300; 26, \$1,390; 31, \$1,225; 84, \$1,300; 99, \$1,400.

Class 76. Boston—1,200 ft. air hose—Bidder 8, \$636; 29, \$1,500; 34, \$1,080; 43, \$492; 59, \$852; 82, \$672; 85, \$816; 93, \$960.

Class 77. League Island—1,000 ft. water hose—Bidder 3, \$670; 8, \$580; 29, \$500; 77, \$500; 79, \$480; 82, \$350; 85, \$350.

Class 78. League Island—1,000 ft. fire hose—Bidder 8, \$670; 77, \$750.

Class 79. Boston—100 gals. paint and varnish remover—Bidder 19, \$147; 25, \$180; 48, \$98; 83, \$65; 86, \$109.

Class 80. New York—200 tow-boat fenders—Bidder 36, \$120.

SCHEDULE 264.—*Steam Engineering.*

Class 81. Portsmouth—5 universal machinists' vises—Bidder 23, \$373.50; 39, \$398.75; 52, \$370; 54, \$362.65; 76, \$348.75; 95, \$369.

Class 82. Portsmouth—500 ft. ash plank—Bidder 26, \$337.50.

Class 83. Portsmouth—25 tons pig iron—Bidder 9, \$546; 44, \$562.50.

Class 84. Annapolis—1 boiler feed pump—Bidder 5, \$615; 14, \$410; 22, \$1,000.

Class 85. Annapolis—1 feed-water heater—Bidder 5, \$750; 22, \$1,290; 47, \$590.

OPENED DECEMBER 26, 1906

- Bidder 1. A. M. Avery, Pensacola, Fla.
2. Alliance Machine Co., Alliance, Ohio.
3. American Ship Windlass Co., Providence, R. I.
4. American La France Fire Engine Co., Elmira, N. Y.
5. Atlantic Tool Steel Co., House building, Pittsburg, Pa.
6. American Steel and Wire Co. 24 State street, New York.
7. American Type Founders Co., 606 Sansom street, Philadelphia, Pa.
8. Charles J. Boyne, 213 Centre street, New York.
9. Binney & Smith Co., 81 Fulton street, New York.
10. Berry & Ferguson, 157 Devonshire street, Boston, Mass.
11. F. S. Banks & Co. 90 Wall street, New York.
12. Birdsboro Steel Foundry and Machine Co., Birdsboro Pa.
13. Bramhall-Deane Co., 262 Water street, New York.
14. E. B. Badger & Sons Co., 75 Pitts street, Boston, Mass.
15. Boston Belting Co., 256 Devonshire street, Boston, Mass.
16. W. N. Best American Calorific Co., 11 Broadway, New York.
17. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.
18. Bethlehem Steel Co., South Bethlehem, Pa.
19. Boston Woven Hose and Rubber Co., 20 Hampshire street, Boston, Mass.
20. Bridgeport Brass Co., 253 Broadway, New York.
21. Benedict & Burnham Manufacturing Co., 37 Park place, New York.
22. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.
23. Buffalo Forge Co., 490 Broadway, New York.
24. Baker & Hamilton, 2 Pine street, San Francisco, Cal.
25. Case Manufacturing Co., Columbus, Ohio.
26. Chicago Pneumatic Tool Co., Chicago, Ill.
27. Crucible Steel Co. of America, Pittsburg, Pa.
28. R. P. Clarke Co., Washington, D. C.
29. James Clendenin, P. O. box 1002, Baltimore, Md.
30. A. S. Carman, Vallejo Junction, Cal.
31. Crocker-Wheeler Co., Ampere, N. J.
32. J. Ross Collins, 197 West street, New York.

† No award.

Schedule of proposals for naval supplies—Continued.

33. V. Clad & Sons, Inc., 237 S. 12th street, Philadelphia, Pa.
34. Carpenter Steel Co., Reading, Pa.
35. J. W. Cregar Agency, Philadelphia, Pa.
36. Combination Ladder Co., 32 Park place, New York.
37. Colonial Steel Co., Colonial building, Pittsburgh, Pa.
38. Cleveland Automatic Machine Co., Cleveland, Ohio.
39. Dunham, Carrigan & Hayden Co., 17 Beale street, New York.
40. George Cowen, 39 W. Broadway, New York.
41. Wm. Wirt Clarke & Son, Baltimore, Md.
42. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
43. James B. Clow & Son, 342 Franklin street, Chicago, Ill.
44. Commercial Electrical Supply Co., St. Louis, Mo.
45. George Damon & Sons, 44 Beekman street, New York.
46. Drew Machinery Agency, Manchester, N. H.
47. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
48. F. W. Evers, 149 Fourth avenue, New York.
49. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
50. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
51. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
52. A. D. Granger & Son, 63 Beekman street, New York.
53. Froment & Co., 151 Bank street, New York.
54. Henry Frank, 40 Spruce street, New York.
55. General Electric Co., Schenectady, N. Y.
56. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
57. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
58. N. B. Gaskill, 29th street and Ridge avenue, Philadelphia, Pa.
59. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
60. Galbraith, Bacon & Co., Inc., Seattle, Wash.
61. R. W. Geldart, 2 Stone street, New York.
62. Arthur Gamwell, 1306 Alaska Building, Seattle, Wash.
63. Richard H. Grey, 123 California street, San Francisco, Cal.
64. Hadaway Electric Heating and Engineering Co., 228 West Broadway, New York.
65. Harron, Rickard & McCone, San Francisco, Cal.
66. Independent Pneumatic Tool Co., Chicago, Ill.
67. R. C. Hoffman & Co., Baltimore, Md.
68. Edward Hines Lumber Co., Lincoln street and Blue Island avenue, Chicago, Ill.
69. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
70. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
71. Hutchinson Cement Co., 35 S. Williams street, New York.
72. Hallidie Machinery Co., Seattle, Wash.
73. Heywood Bros. & Wakefield Co., 129 Charlton street, New York.
74. S. F. Heywood & Co., 20 Warren street, New York.
75. A. L. Hirsh, 308 Greenwich street, New York.
76. Hudson Portland Cement Co., 161 Devonshire street, Boston, Mass.
77. Hyde Windlass Co., Bath, Me.
78. Ingersoll-Rand Co., 11 Broadway, New York.
79. Ingersoll-Sergeant Drill Co., 11 Broadway, New York.
80. Jenkins Manufacturing Co., 13 Park Row, New York.
81. Keystone Type Foundry, 9th and Spruce streets, Philadelphia, Pa.
82. J. B. Kendall, Washington, D. C.
83. E. F. Keating Co., 452 Water street, New York.
84. John Lucas & Co., 322 Race street, Philadelphia, Pa.
85. J. L. Mott Iron Works, 84 Beekman street, New York.
86. Montgomery & Co., 105 Fulton street, New York.
87. R. H. Macy & Co., Broadway and 34th street, New York.
88. Meyer & Goetze, 109 Worth street, New York.
89. W. B. Moses & Sons Co., Washington, D. C.
90. J. J. McCaskill Co., Freeport, Fla.
91. Manning, Maxwell & Moore, 85 Liberty street, New York.
92. Marine Manufacturing and Supply Co., 167 South street, New York.
93. Monongahela Iron and Steel Co., Pittsburgh, Pa.
94. Manhattan Supply Co., 127 Franklin street, New York.
95. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
96. Morgan Engineering Co., Alliance, Ohio.
97. Material Supply Co., 116 N. 5th street, Philadelphia, Pa.
98. National Electrical Supply Co., Washington, D. C.
99. Niles-Bement-Pond Co., 111 Broadway, New York.
100. Nason Manufacturing Co., 71 Beekman street, New York.
101. Oliver Machinery Co., Grand Rapids, Mich.
102. W. S. Pendleton, Jr., & Co., 77 South street, New York.
103. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
104. Pacific Hardware and Steel Co., 700 7th street, San Francisco, Cal.
105. Perrin, Seamans & Co., 57 Oliver street, Boston, Mass.
106. Railway Appliances Co., Old Colony Building, Chicago, Ill.
107. Randolph-Clowes Co., Waterbury, Conn.
108. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
109. Rudolph & West Co., Washington, D. C.
110. Rhoades, Appel & Earnest, Seattle, Wash.
111. Royce & Ricketts, Washington, D. C.
112. Rockwell Engineering Co., 26 Cortlandt street, New York.
113. John A. Roebblings Sons Co., 117 Liberty street, New York.
114. J. B. Roache, 350 Fulton street, New York.
115. Rome Brass and Copper Co., Rome, N. Y.
116. Rand Drill Co., 11 Broadway, New York.
117. Republic Rubber Co., 47 Warren street, New York.
118. Stone & Forsythe, 261 Devonshire street, Boston, Mass.
119. W. & J. Sloane, Broadway and 19th street, New York.
120. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
121. Thomas W. Smith, Washington, D. C.
122. Sheet Metal Manufacturing Co., Niles, Ohio.
123. B. F. Sturtevant Co., Hyde Park, Mass.
124. Standard Railway Equipment Co., St. Louis, Mo.
125. Stempel Fire Extinguisher Manufacturing Co., St. Louis, Mo.
126. Standard Underground Cable Co., Pittsburgh, Pa.
127. Sherwin-Williams Co., Cleveland, Ohio.
128. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
129. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
130. Sprague Electric Co., 527 W. 34th street, New York.
131. Safety Armorite Conduit Co., Pittsburgh, Pa.
132. Stokes Bros. Co., 30th street, below Chestnut street, Philadelphia, Pa.
133. Smith, Courtney & Co., Richmond, Va.
134. Charles A. Schieren & Co., 30 Ferry street, New York.
135. Henry Sondheimer, Stock Exchange Building, Chicago, Ill.

Schedule of proposals for naval supplies—Continued.

136. Scoville Manufacturing Co., Waterbury, Conn.
 137. Southern Printers' Supply Co., Washington, D. C.
 138. Tindel-Morris Co., the Bourse, Philadelphia, Pa.
 139. H. H. Thornton, Pensacola, Fla.
 140. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
 141. Vandyck-Churchill Co., 8 Dey street, New York.
 142. Edward A. Temple, 100 William street, New York.
 143. Tate, Jones & Co., Inc., Pittsburg, Pa.
 144. H. B. Underwood & Co., 1025 Hamilton street, Philadelphia, Pa.
 145. Universal Supply Co., 290 Broadway, New York.
 146. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 147. Vermilye & Powers, 17 Battery place, New York.
 148. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 149. F. Wesel Manufacturing Co., 70 Cranberry street, Brooklyn, N. Y.
 150. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 151. Woodward, Wight & Co., New Orleans, La.
 152. John Wanamaker, Philadelphia, Pa.
 153. Waldo Bros., 102 Milk street, Boston, Mass.
 154. Western Electric Co., 463 West street, New York.
 155. Watson & Pittinger, Inc., 420 Carroll street, Brooklyn, N. Y.
 156. John Wanamaker, New York.
 157. H. A. Wagner, Lebanon, Pa.
 158. Roger Williams, 39 Cortlandt street, New York.
 159. Clinton Wire Cloth Co., Clinton, Mass.
 160. Dodge-Haley Co., 218 High street, Boston, Mass.
 161. Westinghouse Electric and Manufacturing Co., Baltimore, Md.

SCHEDULE 253.—Yards and Docks.

- Class 1. Mare Island—2 reversible wood-boring machines—Bidder 26, \$165; 65, \$160; 78, \$140; 66, \$150; 140, \$180.
 Class 2. Mare Island—1,260 lbs. tool steel—Bidder 5, \$148.05; 11, \$163.55; 27, \$233.10; 34, \$189 and \$630; 37, \$107.10; 62, \$176.40; 63, \$156.24; 70, \$241.92; 104, \$100.80.
 Class 3. Puget Sound—4,000 sq. ft. tarred or asphalted felt, single ply—Bidder 22, \$296; 41, \$132; 62, \$340; 110, \$160.
 †Class 4. Puget Sound—16 bbls. asphaltic cement—Bidder 41, \$216; 62, \$250.

SCHEDULE 254.—Equipment.

- Class 11. Mare Island—1 searchlight—Bidder 8, \$3450; 55, \$700.

SCHEDULE 255.—Construction and Repair.

- Class 21. Puget Sound—18 carborundum wheels—Bidder 61, \$516.90; 63, \$488.40; 72, \$733.92; 91, \$3482.94.
 Class 22. Mare Island—400 lbs. iron bolts and nuts—Bidder 62, \$330; 63, \$137.60.
 Class 23. Mare Island—2,400 lbs. soft steel rivets—Bidder 39, \$107.28; 62, \$168; 63, \$113.76; 70, \$105.60.
 Class 24. Mare Island—28,300 lbs. galvanized sheet steel—Bidder 24, \$945.05; 39, \$1,250.86; 62, \$991.91; 63, \$984.84; 67, \$1,238.98; 70, \$1,075.40; 82, \$1,160.30; 95, \$962.20; 104, \$919.75; 122, \$1,047.10.
 Class 25. Mare Island—26,100 lbs. galvanized sheet steel—Bidder 24, \$947.43; 39, \$1,205.82; 62, \$984.23; 63, \$970.92; 67, \$1,106.64; 70, \$1,062.27; 82, \$1,175; 95, \$997.02; 104, \$934.38; 122, \$927.75.
 Class 26. Puget Sound—500 lbs. Tobin bronze—Bidder 63, \$150; 72, \$117.50.

*Accepted.

- Class 27. Puget Sound—2,000 lbs. rolled zinc plates—Bidder 63, \$220; 72, \$205; 95, \$183.60.
 †Class 28. Mare Island—5,000 lbs. lead pipe in coils—Bidder 63, \$325.
 Class 29. Puget Sound—76 lbs. seamless drawn brass tube—Bidder 21, \$22.80; 63, \$22.80; 72, \$22.80.
 Class 30. Mare Island—3,220 volt motors—Bidder 103, \$1,000.
 Class 31. Puget Sound—500 1-gal. empty paint cans—Bidder 62, \$90; 72, \$90; 108, \$462.
 Class 32. Puget Sound—15 bbls. unslacked lime—Bidder 60, \$21.60; 62, \$27; 108, \$32.
 Class 33. Puget Sound—3 doz. rubber rings—Bidder 80, \$14.55.
 Class 34. Mare Island—40,000 ft. Oregon pine—Bidder 30, \$2,220; 50, \$1,640; 62, \$2,160.
 Class 35. Mare Island—1 combined hand punch and shear—Bidder 65, \$358; 70, \$135.

SCHEDULE 256.—Yards and Docks.

- Class 41. Portsmouth—2 electrically driven steel plated exhaust fans—Bidder 31, \$2,793.40; 55, \$2,340; 111, \$2,486; 123, \$2,260; 130, \$2,110.

SCHEDULE 257.—Equipment.

- Class 51. League Island—1 screw machine—Bidder 38, \$1,050.
 Class 52. League Island—1 metal planing machine—Bidder 91, \$3,000; 99, \$2,955; 111, \$2,855; 141, \$2,625.
 †Class 53. League Island—1 cold saw cutting-off machine—Bidder 35, \$1,300; 106, \$740; 141, \$880.
 Class 54. League Island—1 engine lathe—Bidder 35, \$1,800; 99, \$1,793; 111, \$1,800; 141, \$1,790.
 Class 55. League Island—1 single frame steam hammer—Bidder 2, \$920; 46, \$5742; 61, \$1,350; 70, \$744; 91, \$900; 96, \$975; 99, \$795; 111, \$745; 141, \$819; 147, \$745.
 Class 56. League Island—1 portable boring bar—Bidder 46, \$474; 70, \$3495; 144, \$498.
 Class 57. Norfolk—1 38-inch band saw—Bidder 35, \$350; 101, \$705; 133, \$705.

SCHEDULE 258.—Construction and Repair.

- Class 61. New York—1 40-inch motor driven metal sawing machine—Bidder 12, \$3,133, and \$2,185; 99, \$2,260; 106, \$1,859; 111, \$2,100; 138, \$3,300.
 Class 62. League Island—4 steam windlasses—Bidder 3, \$2,100; 77, \$2,100.

SCHEDULE 259.—Steam Engineering.

- Class 71. Boston—Drills—Bidder 42, \$980 and \$1,159; 66, \$969; 79, \$1,124; 124, \$1,100; 116, \$1,124.
 Class 72. New York—For converting a square shaft 40-ton traveling crane into an electric traveling crane of the same capacity—Bidder 2, \$6,800; 25, \$5,400; 91, \$5,190; 96, \$6,365; 99, \$4,490.

SCHEDULE 265.—Bureau of Yards and Docks.

- Class 81. Pensacola—Window and skylight glass—Bidder 1, \$102; 40, \$81; 41, \$100.96; 75, \$96.20; 84, \$46.54; 94, \$106.20.
 Class 82. Pensacola—10 doz. locks—Bidder 1, \$112; 22, \$140.36; 61, \$60.31; 94, \$77.60; 114, \$71.75; 151, \$79.80.
 Class 83. Pensacola—Night latches, butts, nails, fasteners, springs, etc.—Bidder 1, \$120.85; 94, \$154.30; 114, \$192.35; 151, \$107.54.
 Class 84. New Orleans—Two 2-wheeled chemical engines—Bidder 4, \$1,440; 14, \$1,850; 36, \$1,398; 125, \$2,300, \$2,000, and \$2,500.

SCHEDULE 266.—Bureau of Equipment.

- Class 91. Key West—9 doz. iron bolts—Bidder 22, \$74.46; 94, \$20; 114, \$13.88; 151, \$10.25.
 Class 92. Key West—1 storage battery—Bidder 22, \$280; 50, \$156; 147, \$887; 151, \$112.
 Class 93. Key West—3,018 ft. yellow pine timber and boards—Bidder 50, \$181.08.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 94. Key West—15½ tons cast-iron water pipe and 1,960 ft. specials—Bidder 43, \$730.20; 94, *\$638.59; 151, \$672.42.

Class 95. Key West—750 ft. galvanized iron pipe—Bidder 43, \$324; 94, *\$292.50; 151, \$306.75.

Class 96. Key West—Galvanized iron elbows, flanges, keys, reducers valves, etc.—Bidder 43, \$97.13; 94, \$67.34; 151, *\$61.84.

Class 97. Key West—6 flanges and 1 screw valve—Bidder 151, *\$69.74.

†Class 98. Key West—15 brass navy standard hose connections and valves—Bidder 80, \$374.25.

SCHEDULE 267.—Construction and Repair.

Class 101. Pensacola—10,000 ft. yellow pine—Bidder 1, \$380; 50, \$380; 90, *\$300; 139, \$300.

Class 102. Pensacola—18,000 ft. white pine—Bidder 50, \$1,692; 51, \$1,980; 56, \$1,722.60; 68, \$1,764; 150, *\$1,647; 155, \$1,674.

Class 103. Pensacola—9,000 ft. white ash—Bidder 50, \$517.50; 51, \$720; 56, \$524.97; 135, *\$486; 150, \$513; 155, \$518.40.

SCHEDULE 268.—Bureau of Yards and Docks.

Class 111. Guantanamo—27,000 ft. yellow pine sheathing—Bidder 50, \$1,080; 121, *\$999.

Class 112. Guantanamo—40 window frames and 52 doors and frames—Bidder 50, *\$800; 121, \$1,038.

Class 113. Guantanamo—Tees, elbows, unions, wrought-iron pipe, valves, lavatories, shower baths, sinks, and tubs, etc.—Bidder 43, *\$386.54; 80, \$520.87.

SCHEDULE 269.—Bureau of Yards and Docks.

Class 121. Norfolk—Two 200 kilowatt reversible motor generator sets—Bidder 31, \$12,857; 55, \$9,619; 161, *\$9,375.

Class 122. Portsmouth—4,000 ft. conduit and 210 elbows—Bidder 131, \$313.56; 148, *\$313.40.

Class 123. Portsmouth—7,200 ft. rubber-covered wire—Bidder 44, \$545; 55, \$499; 126, *\$441.74; 154, \$515.

Class 124. Washington—17,000 ft. rubber-covered wire—Bidder 44, \$1,312.50; 55, \$1,398; 98, *\$1,195; 126, \$1,275.70; 154, \$754.50.

Class 125. Portsmouth—Miscellaneous electrical supplies—Bidder 22, \$327.70; 154, *\$195.70.

Class 126. League Island—3,000 ft. tongued and grooved white and North Carolina pine and 3,000 ft. rough Georgia pine—Bidder 50, \$280; 56, \$385; 58, *\$236; 132, \$295; 150, \$280.

SCHEDULE 270.—Bureau of Equipment.

Class 131. Boston—12,000 lbs. jute twine—Bidder 28, \$1,077.60; 32, \$1,128; 46, \$1,173; 61, \$1,197.60; 94, \$1,109; 118, \$1,140; 145, *\$1,050.

Class 132. League Island—3,000 yds. cotton canvas—Bidder 28, *\$635.

Class 133. League Island—5,000 yds. khaki twill—Bidder 88, *\$1,200.

Class 134. League Island—Galvanized iron rings, tufting buttons, fabrikoid needles, etc.—Bidder 28, *\$237.85; 118, informal, part of class; 152, \$272.58.

Class 135. League Island—54 lbs. unbleached linen thread—Bidder 22, \$66.96; 23, \$73.70 and \$109.75; 28, \$48.06; 94, *\$39.90; 152, \$51.30.

Class 136. League Island—4,000 yds. Dowlas linen—Bidder 22, \$167.96; 28, *\$109.60; 87, \$146; 94, \$113.60; 120, \$111; 152, \$120.

Class 137. New York—Kitchen utensils for crew's mess and commissary steward—Bidder 13, \$141.90; 94, *\$126.20; 120, \$142.16; 156, \$130.18.

Class 138. New York—Kitchen utensils for crew's mess (agate ware)—Bidder 13, \$1,530; 94, \$1,412; 120, \$1,437.50; 156, *\$1,375.

Class 139. Boston—10,000 lbs. crucible steel wire—Bidder 6, \$912.50; 29, \$964; 94, *\$800; 113, \$887.50.

Class 140. New York—2 electric heaters and 2 smothering irons—Bidder 94, \$32.10; 98, \$29.62; 154, \$29.62; 154, *\$16.12, part.

Class 141. League Island—500 lbs. leather—Bidder 22, \$290; 41, \$220; 54, \$325; 134, \$250; 134, *\$285.

Class 142. New York—42 steam jacketed kettles—Bidder 13, *\$7,650; 14, \$8,020; 33, \$7,980; 85, \$7,530; 147, \$8,150.

Class 143. New York—1 shipfitter's outfit—Bidder 7, \$330.74; 45, \$313.48; 52, \$334.79; 81, \$334.03; 137, \$334.13; 145, *\$313.37; 149, \$318.84.

SCHEDULE 271.—Bureau of Ordnance.

Class 151. Newport—300 lbs. English vermilion—Bidder 47, *\$189; 75, \$292.50; 84, \$207; 127, \$201; 129, \$208.50.

Class 152. Washington—221 lbs. sheet copper and 200 lbs. brass strip—Bidder 29, *\$110.83; 69, \$110.83; 115, \$117.04; 128, \$133.04.

Class 153. Washington—Steel shafting, vacuum valve, tin tubing, gage glass fittings, etc.—Bidder 22, *\$116; 83, \$128; 97, \$136.90.

Class 154. Washington—1 power rotary force pump—Bidder 22, \$148; 46, *\$57.25; 70, \$90; 94, \$84.

SCHEDULE 272.—Bureau of Construction and Repair.

Class 161. New York—5,000 lbs. oakum—Bidder 11, \$281.75; 41, \$300; 61, *\$276.75.

Class 162. New York—2,000 lbs. spun cotton—Bidder 61, *\$368.80; 114, \$425.

Class 163. New York—200 sq. yds. fear-naught cloth—Bidder 28, \$138; 94, \$168; 114, *\$128.

Class 164. New York—100 oak chairs—Bidder 48, \$650; 61, \$717; 73, \$725; 87, *\$399; 89, \$725; 120, \$707; 156, \$725.

†Class 165. New York—400 camp stools—Bidder 48, \$556; 61, \$555.80; 73, \$560; 87, \$342; 89, \$590; 120, \$546; 156, \$560.

Class 166. New York—1,000 furniture fenders—Bidder 48, \$30; 94, \$39; 156, *\$20.

Class 167. League Island—Steel rivets—Bidder 82, \$2,439; 157, *\$2,100.15.

Class 168. New York—12 doz. rifler files—Bidder 86, \$48; 94, *\$26.04.

Class 169. Boston—5 chain blocks—Bidder 11, \$222.25; 17, \$280.25; 41, \$280.25; 59, \$227 and \$284; 70, \$279.25; 82, \$280.25; 86, \$280.25; 91, \$280.25; 94, \$248.10; 105, \$280.25; 114, \$284; 147, *\$220; 160, \$280.25.

Class 170. Boston—36 extra spanners and 3 strainers—Bidder 59, \$40.20; 74, \$32.70; 105, \$35.10; 114, *\$30.48.

Class 171. New York—500 hose clamps—Bidder 74, *\$72.50.

Class 172. Norfolk—360 sq. ft. galvanized iron gauze—Bidder 22, \$37.76; 29, \$43.20; 59, \$27; 70, *\$25.20; 82, \$27; 94, \$25.92; 114, \$30.96; 159, \$21.60 and \$25.65.

Class 173. New York—Soldering irons and resistance coils—Bidder 44, *\$71; 70, \$81; 86, \$76.01; 94, \$79.95; 98, \$77.90; 154, \$76.64; 158, \$76.76.

Class 174. New York—12 electric heaters—Bidder 70, \$240; 98, \$180; 154, *\$180; 158, \$180.

Class 175. New York—12 copper glue kettles—Bidder 44, *\$117.84; 64, \$162; 98, \$121.50; 154, \$130.44; 158, \$130.56.

Class 176. Portsmouth—Nails, drawer pulls, butt hinges, etc.—Bidder 59, \$163.50; 61, *\$161.80; 114, \$168.90.

Class 177. Boston—Tools—Bidder 17, \$397.27; 59, *\$294.45; 86, \$328.25.

Class 178. League Island—25,000 ft. yellow pine No. 1—Bidder 50, *\$1,687.50; 58, \$1,875; 150, \$5,000.

Class 179. League Island—5,000 ft. white pine No. 2—Bidder 50, \$395; 51, \$375; 56, \$472.50; 58, \$450; 150, *\$348.75.

Class 180. Portsmouth—2,000 lbs. brass hoop-iron—Bidder 20, \$365; 21, \$345; 29, \$345; 46, \$413; 69, *\$345; 107, \$365; 115, \$365; 136, \$345.

Class 181. Portsmouth—22,000 lbs. bar iron—Bidder 93, *\$869.

Class 182. New York—9,500 lbs. mild steel bar—Bidder 18, \$290.25; 27, *\$213.75; 34, \$380; 82, \$247; 142, \$231.80.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 183. Norfolk—10,980 lbs. galvanized flat steel and 8,100 lbs. galvanized-steel channel bars—Bidder 29, \$784.89; 53, \$754.56; 82, \$721.35; 122, informal, part of class.

Class 184. Boston—72 ft. suction hose—Bidder 15, \$208.80; 57, \$252; 105, \$266.40; 117, \$201.80; 146, \$194.40.

Class 185. New York—2,500 ft. air hose—Bidder 15, \$1,275; 19, \$1,050; 57, \$2,100; 117, \$1,600; 130, \$1,400; 146, \$1,625.

Class 186. New York—150 ft. rubber water hose—Bidder 15, \$85.50; 19, \$34.50; 146, \$48.

Class 187. New York—5,000 lbs. marine glue—Bidder 9, \$625; 41, \$637.50; 92, \$424.50; 100, \$600; 102, \$650.

Class 188. New York—50 wool graving mops—Bidder 94, \$28.50; 114, \$32.

Class 189. Portsmouth—150 bbls. Portland cement—Bidder 10, \$265.50 and \$214.50; 41, \$285; 49, \$270, \$236.10, and \$243.60; 71, \$288 and \$243; 76, \$205.50; 153, \$255.

Class 190. League Island—10 fuel oil burners—Bidder 16, \$522.50; 112, \$400; 143, \$478.

SCHEDULE 273.—Bureaus of Navigation and Supplies and Accounts.

Class 201. Newport—Carpet—Bidder 119, \$294.23; 156, \$301.63.

Class 202. New York—30 spring balances—Bidder 41, \$108.50; 61, \$74.70; 94, \$81; 156, \$100.50.

Class 203. New York—500 padlocks—Bidder 41, \$455; 61, \$394.45; 86, \$393.50; 94, \$415; 109, \$435; 114, \$447.50; 120, \$457.50.

Class 204. New York—12 copying presses—Bidder 22, \$233.88; 28, \$254.40; 145, \$3105.59.

OPENED JANUARY 2, 1906.

Bidder 1. American Steam Gage and Valve Manufacturing Co., 208 Camden street, Boston, Mass.

2. Acme Gas Co., Monadnock Building, Chicago, Ill.

3. American Emery Wheel Works, Providence, R. I.

4. American Lumber and Manufacturing Co., Pittsburg, Pa.

5. F. S. Banks & Co., 90 Wall street, New York.

6. Boston Belting Co., 256 Devonshire street, Boston, Mass.

7. Berry & Aikens, Bainbridge street wharf, Philadelphia, Pa.

8. A. W. Barnes, Eagle and West streets, Brooklyn, N. Y.

9. Bramhall, Deane & Co., 264 Water street, New York.

10. John Bliss & Co., 128 Front street, New York.

11. Binney & Smith Co., 81 Fulton street, New York.

12. Wm. Wirt Clarke & Son, Baltimore, Md.

13. Cutter Electric and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.

14. R. P. Clarke Co., Washington, D. C.

15. Columbia Incandescent Lamp Co., St. Louis, Mo.

16. Commercial Electrical Supply Co., St. Louis, Mo.

17. Louis J. Costa, Real Estate Trust Building, Philadelphia, Pa.

18. Charles Cory & Son, 278 Division street, New York.

19. James Clendenin, P. O. box 1002, Baltimore, Md.

20. Crosby Steam Gage and Valve Co., 16 Dey street, New York; informal, no guarantee.

21. C. C. Cobb, 71 Gold street, New York.

22. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.

23. Joseph N. Early, 127 Reade street, New York.

24. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

25. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

26. J. Eavenson & Sons, Inc., 318 N. 20th street, Philadelphia, Pa.

27. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

28. Marshall Field & Co., Chicago, Ill.

29. Franklin Electric Manufacturing Co., Hartford, Conn.

30. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

31. R. W. Geldart, 2 Stone street, New York.

32. General Electric Co., Schenectady, N. Y.

33. Wm. Geiger, 97 Warren street, New York.

34. Holtzer-Cabot Electric Co., Brookline, Mass.

35. Handlan-Buck Manufacturing Co., St. Louis, Mo.

36. International Silver Co., Meriden, Conn.

37. Keuffel & Esser Co., 127 Fulton street, New York.

38. J. B. Kendall, Washington, D. C.

39. Kalt Lumber Co., 312 E. 64th street, New York.

40. E. F. Keating Co., 452 Water street, New York.

41. F. H. Lovell & Co., Arlington, N. J.

42. A. Lietz Co., 422 Sacramento street, San Francisco, Cal.

43. Manhattan Supply Co., 127 Franklin street, New York.

44. Montgomery & Co., 105 Fulton street, New York.

45. Merriman Bros., 162 Commercial street, Boston, Mass.

46. Manning, Maxwell & Moore, 85 Liberty street, New York.

47. R. H. Macy & Co., Broadway and 34th street, New York.

48. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.

49. Manhattan Electrical Supply Co., 32 Cortlandt street, New York.

50. Monongahela Iron and Steel Co., Pittsburg, Pa.

51. Marine Manufacturing and Supply Co., 157 South street, New York.

52. New York Belting and Packing Co., 91 Chambers street, New York.

53. National Electrical Supply Co., Washington, D. C.

54. Neville & Grubb, Portsmouth, Va.

55. P. S. & J. D. Negus, 140 Water street, New York.

56. Norton Emery Wheel Co., Worcester, Mass.

57. Okonite Co., Ltd., 253 Broadway, New York.

58. Pittsburg Oil Refining Co., 336 North street, Baltimore, Md.

59. Frederick Post Co., 28 Reade street, New York.

60. Powell & Colne, 11 Broadway, New York.

61. Pittsburg Plate Glass Co., 41 Sudbury street, Boston, Mass.

62. Rudolph & West Co., Washington, D. C.

63. Republic Rubber Co., 47 Warren street, New York.

64. Railway Appliances Co., Old Colony Building, Chicago, Ill.

65. Sieman & Elting, 194 Front street, New York.

66. Schmidt-Wilkes Electric Co., 135 William street, New York.

67. Thomas Somerville & Sons, Washington, D. C.

68. Safety Armored Conduit Co., Pittsburg, Pa.

69. Star Brass Manufacturing Co., 108 E. Dedham street, Boston, Mass.

70. Siegel-Cooper Co., Sixth avenue and 18th street, New York.

71. Standard Oil Co., Baltimore, Md.

72. Sansom & Rowland, 511 Commercial street, Philadelphia, Pa.

73. Standard Underground Cable Co., Pittsburg, Pa.

74. Swift & Co., Chicago, Ill.

75. A. J. Spalding & Bros., 126 Nassau street, New York.

76. Fred. A. Schmidt, Washington, D. C.

77. Charles E. Sholes Co., 164 Front street, New York.

*Accepted.

Schedule of proposals for naval supplies—Continued.

78. Stokes Bros. Co., 30th street below Chestnut, Philadelphia, Pa.
 79. J. Spencer Turner Co., New York.
 80. Thomas & Betts Co., 299 Broadway, New York; informal, no guarantee.
 81. George C. Thomas, 26 Cortlandt street, New York.
 82. Universal Supply Co., 290 Broadway, New York.
 83. John Wanamaker, New York.
 84. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 85. Western Electric Co., 463 West street, New York.
 86. Roger Williams, 39 Cortlandt street, New York.
 87. Walker & Kepler, 531 Chestnut street Philadelphia, Pa.
 88. Westinghouse Electric and Manufacturing Co., Pittsburg, Pa.
 89. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 90. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 91. W. P. Youngs & Bro., 35th street and First avenue, New York.

SCHEDULE 285.—Yards and Docks.

- Class 1. League Island—6 panel boards—Bidder 16, \$561; 33, *\$330; 85, \$495.
 Class 2. League Island—Rubber-covered strand-cable and wire—Bidder 32, \$1,432.70; 53, \$1,550.50; 57, \$1,464.30; 73, *\$1,317.21; 85, \$1,170.31.
 Class 3. League Island—5,200 ft. steel-pipe enamel conduit and 65 steel-pipe conduit ells—Bidder 48, \$313.30; 53, \$335.95; 68, \$313.77; 85, \$348.43; 87, *\$313.25.
 Class 4. League Island—900 steel-pipe conduit bushings and 1,800 steel-pipe conduit lock nuts—Bidder 16, \$62.04; 53, \$88.80; 85, \$78; 87, *\$60.06.
 Class 5. League Island—Electrical supplies—Bidder 16, \$479.33; 53, \$501.15; 87, *\$415.91.
 Class 6. Norfolk—1 reducing valve, 3,000 ft. iron pipe, 400 lbs. flat iron, and 26 elbows—Bidder 40, *\$204.36; 42, \$231.68; 46, \$252.58.

SCHEDULE 286.—Equipment.

- Class 11. League Island—3,500 incandescent lamps—Bidder 15, \$607.50; *29, \$537.50; 32, \$607.50; 33, \$537.50; 49, \$537.50; 53, \$537.50; 85, \$607.50; 87, \$537.50; 88, \$607.50.
 Class 12. League Island—5 enunciators—Bidder 18, \$184; 34, \$201.27; 53, \$197.50; 85, \$178; *87, \$170.10.
 Class 13. League Island—1,000 ft. conductor cable, 5,000 ft. bell wire, and 5,000 ft. signal cable—Bidder *32, \$450; 53, \$505; 57, \$598.50; 85, \$487.50.
 Class 14. League Island—6,000 ft. lighting wire—Bidder *32, \$877.50; 53, \$955; 57, \$923.10; 85, \$909.75.
 Class 15. League Island—15,000 ft. twin-conductor lighting wire—Bidder 32, \$1,591; 53, \$1,500; 57, \$1,643.75; *85, \$1,441.75.
 Class 16. New York—3,000 ft. lighting wire—Bidder *32, \$513; 53, \$555; 85, \$534.
 Class 17. New York—900 lbs. magnet wire—Bidder 32, \$941; *53, \$628.25; 85, \$650.30.
 Class 18. New York—550 lbs. insulating tape—Bidder 16, \$245; *53, \$329.50; 85, \$337.
 Class 19. New York—50 water-pipe bells—Bidder 18, \$275; *34, \$250; 53, \$287.50; 85, \$280.
 Class 20. New York—25,000 fuses—Bidder *16, \$325; 32, \$375; 33, \$372.50 and \$367.50; 41, \$425; 53, \$374.75; 85, \$375; 87, \$400.
 Class 21. New York—10,000 ft. lamp cord—Bidder *32, \$540; 33, \$300; 53, \$220; 85, \$450.
 Class 22. New York—10 testing generators—Bidder 34, \$60; *53, \$49.50; 85, \$72.
 †Class 23. New York—10 voltmeters—Bidder 13, \$542.50 and \$252.50; 17, \$385; 53, \$460; 85, \$495 and \$262.50.
 Class 24. New York—5 sets engine indicators Bidder 1, \$498.75; *31, \$384.50; 46, \$550; 69, \$450.

*Accepted.

† No award.

* Item 1 omitted.

Class 25. New York—1,000 attachment plugs—Bidder *32, \$303.75; 41, \$350; 53, \$400; 85, \$340; 87, \$450.

Class 26. New York—30 telephone headgears—Bidder 33, \$390; *34, \$222; 53, \$433.50; 66, \$223.50; 85, \$255.

Class 27. League Island—200 receptacles, 140 bells, and 100 push buttons—Bidder 18, \$323.50; 34, \$336; *53, \$308.25; 85, \$316.50.

Class 28. New York—Gondas carbons, zincs, ells, push buttons, and sockets—Bidder 16, \$422; 34, \$565.75; 49, \$464.75; 53, \$369.37; *85, \$366; 87, \$448.60.

Class 29. New York—7,950 yds. bunting—Bidder *79, \$1,987.50.

Class 30. New York—Flat plated ware—Bidder *36, \$2,817.37.

Class 31. New York—Hollow plated ware—Bidder *36, \$16,477.75.

Class 32. New York—Glassware—Bidder *36, \$592.50.

Class 33. New York—Kitchen utensils—Bidder 9, \$384.45; 23, *\$345.15; 42, \$402; 70, \$348.21; 83, \$419.52.

Class 34. New York—5 water coolers and filters—Bidder 9, \$90; *21, \$75; 42, \$87; 44, \$97.

Class 35. New York—24 electric soldering irons—Bidder 85, \$123.60; *86, \$123.84.

Class 36. New York—1,000 Thompson's sounding tubes—Bidder 10, \$260; *42, \$220; 55, \$250.

Class 37. New York—1,500 red signal stars—No bids.

Class 38. New York—25 catchers' protectors—Bidder 47, \$99.75; *75, \$93.75.

Class 39. New York—35 megaphones—Bidder *45, \$132.50.

†Class 40. New York—102,000 lbs. salt-water soap—Bidder 8, \$3,672; 26, \$3,855.60; 74, \$5,202; 82, \$3,442.50.

SCHEDULE 287.—Ordnance.

Class 41. Washington—200,000 yds. cotton tape—Bidder 14, \$1,596; *28, \$1,388; 82, \$1,554.

Class 42. Washington—12 Norton emery wheels—Bidder *3, \$92.40; 12, \$107.98; 46, \$110.88; 56, \$103.92; 67, \$112.20.

Class 43. Washington—22 gross hack-saw blades—Bidder 7, \$355.38; 19, \$130.20; 27, \$166.40; *31, \$98.96; 35, \$183.40; 44, \$166.20; 46, \$28.06; 47, \$221.76; 84, \$178.20.

Class 44. Washington—Hack-saw blades, cotter pins, emery-wheel dressers, and wood rules—Bidder 44, \$43.40; 46, *\$68.70; 84, \$76.75.

Class 45. Washington—500 tons soft pig iron—Bidder *5, \$9,480; 7, \$9,930 and \$10,420; 31, \$9,600; 38, \$10,000.

†Class 46. Washington—250 tons pig iron—Bidder 31, \$7,687.50; 38, \$7,500.

Class 47. Washington—342,240 lbs. oil for making gas—Bidder 2, \$4,560; 58, \$4,890; *71, \$4,887.20.

Class 48. Washington—100 ft. wire-wound rubber hose—Bidder 6, \$32.50; 40, \$28; 52, \$31; 63, \$72; *67, \$24.30.

Class 49. Washington—300 yds. cross-section paper and cardboard—Bidder *37, \$42.75; 59, \$44; 76, \$47.60.

Class 50. Washington—20 doz. dry plates—No bids.

Class 51. Washington—100 doz. sheets Cyko paper—No bids.

Class 52. Washington—Photographic supplies—Bidder *47, \$23.50; 77, \$6.45.

SCHEDULE 288.—Construction and Repair.

Class 61. Boston—10,500 ft. braided rubber-covered wire—Bidder 32, \$1,330; 53, \$1,312; *73, \$1,142.50; 85, \$1,236.05.

Class 62. New York—Wood and machine screws—Bidder *27, \$1,791.75; 35, \$2,118.70; 62, \$1,812.91; 72, \$2,185.56; 84, \$1,822.96.

Class 63. Boston—Bolts, burrs, jack chain, hinges, hooks, shutter knobs, screw eyes, brass wire, hoop brass, bronze rod, hoop iron, lock

Schedule of proposals for naval supplies—Continued.

cocks, copper pipe, rubber plugs, files, handles, etc.—Bidder *27, \$164.55; 44, \$238.86.

Class 64. Boston—2,000 lbs. best American refined iron—Bidder *50, \$73.

Class 65. New York—15 tons Bessemer ferrosilicon—Bidder 31, \$489.35; *38, \$577.50 and \$720; 60, \$630.

Class 66. New York—15 tons ferromanganese—Bidder 38, \$3,750; *60, \$2,310.

Class 67. Norfolk—5,000 lbs. marine glue—Bidder 11, \$600; 12, \$645; *51, \$437; 54, \$625; 65, \$650.

Class 68. Boston—Plain and plate glass, glass lenses, etc.—Bidder 22, \$210.45; *61, \$189.20.

Class 69. League Island—26,000 ft. white pine—Bidder 4, \$1,756; 24, \$1,880; 25, \$1,990; 30, \$2,206.75; *39, \$1,659; 78, \$1,790; 89, \$1,860; 90, \$1,803; 91, \$2,075.

Class 70. New York—5,200 lbs. Stanwood metal ladder treads—Bidder 12, \$1,248; *64, \$1,092; 81, \$1,036.

OPENED JANUARY 9, 1906.

Bidder 1. Ajax Metal Co., 50 Richmond street, Philadelphia, Pa.

2. George P. Anderson, 163 Oliver street, Boston, Mass.; informal; no guaranty.

3. America Rubber Manufacturing Co., 253 Spear street, San Francisco, Cal.

4. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

5. American La France Fire Engine Co., Elmira, N. Y.

6. American Steam Gauge and Valve Manufacturing Co., 208 Camden street, Boston, Mass.

7. American Lumber and Manufacturing Co., Pittsburg, Pa.

8. Atlantic Works, Inc., 28th street and Grays Ferry road, Philadelphia, Pa.

9. American Steel Foundries, Chester, N. J.

10. Armour & Co., 205 La Salle street, Chicago, Ill.

11. Broderick & Bascom Rope Co., St. Louis, Mo.

12. Bowers Rubber Co., 42 Sacramento street, San Francisco, Cal.

13. Bernhard Mattress Co., 642 Mission street, San Francisco, Cal.

14. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

15. E. B. Badger & Sons Co., 75 Pitts street, Boston, Mass.

16. Baker & Hamilton, 2 Pine street, San Francisco, Cal.

17. Buckeye Iron and Brass Works, Dayton, Ohio.

18. Boston Belting Co., 256 Devonshire street, Boston, Mass.

19. Bertha Mineral Co., 71 Broadway, New York.

20. Borden's Condensed Milk Co., 106 Hudson street, New York.

21. Bertsch & Co., Cambridge City, Ind.

22. Brown & Sharpe Manufacturing Co., Providence, R. I.

23. Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

24. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.

25. Bethlehem Steel Co., South Bethlehem Pa.

26. F. S. Banks & Co., 90 Wall street, New York.

27. Benedict & Burnham Manufacturing Co., 37 Park place, New York.

28. Bridgeport Brass Co., 253 Broadway, New York.

29. John Brown & Sons, 722 E. Pratt street, Baltimore, Md.

30. G. T. Bestle, 431 W. 34th street, New York.

31. Clark, Davenport & Co., Washington, D. C.

32. Carnegie Steel Co., Pittsburg, Pa.

33. Continental Car and Equipment Co., 17 Battery place, New York.

34. Carbon Steel Co., Pittsburg, Pa.

35. Cuyler & Mohler, 611 William street, Baltimore, Md.

36. Crucible Steel Co. of America, Pittsburg, Pa.

37. A. S. Carman, Vallejo Junction, Cal.

38. Crane Co., 519 South Canal street, Chicago, Ill.

39. Cutter Electrical and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.

40. Commercial Electrical Supply Co., St. Louis, Mo.

41. Compressed Air Machinery Co., 241st street, San Francisco, Cal.

42. Cudahy Packing Co., South Omaha, Nebr.

43. Wm. Cramp & Sons Ship and Engine Building Co., Beach and Ball streets, Philadelphia, Pa.

44. H. S. Crocker Co., 217 Bush street, San Francisco, Cal.

45. James Clendenin, P. O. box 1002, Baltimore, Md.

46. Wm. Wirt Clarke & Son, Monument and Forest streets, Baltimore, Md.

47. Joseph F. Curren, 56 Leonard street, New York.

48. Wm. P. Cook & Co., 100 Wall street, New York.

49. Carpenter Steel Co., Reading, Pa.

50. R. P. Clarke Co., Washington, D. C.

51. Drew Machinery Agency, Manchester, N. H.

52. Brainhall, Deane & Co., 264 Water street, New York.

53. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.

54. District of Columbia Paper Manufacturing Co., Washington, D. C.

55. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

56. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

57. Frye Phipps & Co., 23 Pearl street, Boston, Mass.

58. J. A. Fay & Egan Co., 120 Broadway, New York.

59. Fox Machine Co., Grand Rapids, Mich.

60. W. D. Forbes Co., Hoboken, N. J.

61. Fair Haven Marble and Marbleized Slate Co., Fair Haven, Vt.

62. Gorham Rubber Co., 392 Mission street, San Francisco, Cal.

63. Arthur Gamwell, Seattle Wash.

64. General Electric Co., Schenectady, N. Y.

65. Richard H. Grey, 123 California street, San Francisco, Cal.

66. Garvin Machine Co., 137 Varick street, New York.

67. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

68. John Greig, 281 W. 11th street, New York.

69. Wm. Geiger 97 Warren street, New York.

70. R. W. Geldart, 2 Stone street, New York.

71. R. W. Henderson, Washington, D. C.

72. F. W. Hannahs, 866 Broad street, Newark, N. J.

73. Handlan-Buck Manufacturing Co., St. Louis, Mo.

74. Hallidie Machinery Co., Seattle, Wash.

75. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.

76. Hollzer-Cabot Electric Co., Brookline, Mass.

77. Hill, Clark & Co., 156 Oliver street, Boston, Mass.

78. Heney Machine Co., Torrington, Conn.

79. Houghton & Richards, 150 Oliver street, Boston, Mass.

80. A. L. Hirsch, 368 Greenwich street, New York.

81. Hartman Co., 1231 N. Front street, Philadelphia, Pa.

82. Harrington, King & Co., 79 Commercial street, Boston, Mass.

83. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

84. S. F. Hayward & Co., 20 Warren street, New York.

85. R. C. Hoffman & Co., Baltimore, Md.

86. Ingersoll-Seargent Drill Co., 11 Broadway, New York.

87. Interstate Electric Co., Ltd., New Orleans, La.

88. Lewis H. Jones, P. O. box 666, Detroit, Mich.

*Accepted.

Schedule of proposals for naval supplies—Continued.

89. Jenkins Bros., 71 John street, New York; informal, no guarantee.
90. H. W. Johns-Manville Co., 100 William street, New York.
91. Jenkins Manufacturing Co., 13 Park Row, New York.
92. J. B. Kendall, Washington, D. C.
93. Keasbey & Mattison Co., Ambler, Pa.
94. E. F. Keating Co., 452 Water street, New York.
95. J. H. Leonard & Co., 15 Park Row, New York.
96. Theo. Linington, jr., 56 Hudson street, New York.
97. Libby, McNeill & Libby, Union Stock Yards, Chicago, Ill.
98. Francis H. Leggett & Co., 128 Franklin street, New York.
99. Sarjah M. Levee, Vallejo, Cal.
100. Lamb & Tilden, Washington, D. C.
101. Liberty Manufacturing Co., 6905 Susquehanna street, Pittsburg, Pa.
102. Laidlaw-Dunn-Gordon Co., 114 Liberty street, New York.
103. Lunkenheimer Co., Cincinnati Ohio.
104. R. H. Macy & Co., Broadway and 34th street, New York.
105. Manhattan Supply Co., 127 Franklin street, New York.
106. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
107. Manning, Maxwell & Moore, 85 Liberty street, New York.
108. Michigan Condensed Milk Co., 44 Hudson street, New York.
109. Motley, Green & Co., 66 Broad street, New York.
110. Montgomery & Co., 105 Fulton street, New York.
111. K. Marks & Co., 91 Wall street, New York.
112. McCloud River Lumber Co., 5th and Brannon streets, San Francisco, Cal.
113. Howard L. Morrison, Washington, D. C.
114. P. R. Mitchell Co., 185 Canal street, New York.
115. R. W. Mastick, 308 Sacramento street, San Francisco, Cal.
116. C. C. Moore & Co., 63 1st street, San Francisco, Cal.
117. Andrew J. Morse & Son, Inc., 221 High street, Boston, Mass.
118. Nelson, Morris & Co., Union Stock Yards, Chicago, Ill.
119. Northern Electrical Manufacturing Co., Madison, Wis.
120. National Electrical Supply Co., Washington, D. C.
121. Niagara Radiator Co., Buffalo, N. Y.
122. New York Boat Oar Co., 60 West street, New York.
123. New Orleans Wood Preserving Co., New Orleans, La.; informal, no guarantee.
124. Niles-Bement-Pond Co., 111 Broadway, New York.
125. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
126. Old Dominion Paper Co., Norfolk, Va.
127. Okonite Co., Ltd., 253 Broadway, New York.
128. Oliver Machinery Co., Grand Rapids, Mich.
129. Pacific Hardware and Steel Co., 700 7th street, San Francisco, Cal.
130. Porter Co., 194 Water street, New York.
131. Peerless Rubber Manufacturing Co., Warren street, New York.
132. Prentiss Tool and Supply Co., 115 Liberty street, New York.
133. Pacific Jupiter Steel Co., 83 New Montgomery street, San Francisco, Cal.
134. Patrick & Co., 111 Sanson street, San Francisco, Cal.
135. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
136. Penn Steel Casting and Machine Co., Chester, Pa.
137. Pratt & Whitney Co., Hartford, Conn.
138. S. M. Price Machinery Co., Norfolk, Va.
139. E. H. Pierce, 32 Fremont street, San Francisco, Cal.
140. Rudolph & West Co., Washington, D. C.
141. Rand Drill Co., 11 Broadway, New York.
142. Republic Rubber Co., 47 Warren street, New York.
143. Paul S. Reeves & Son, 1415 Catharine street, Philadelphia, Pa.
144. John B. Roach, 350 Fulton street, New York.
145. John A. Roeblings Sons Co., 117 Liberty street, New York.
146. H. A. Rogers Co., 19 John street, New York.
147. Royce & Ricketts, Washington, D. C.
148. Rome Brass and Copper Co., Rome, N. Y.
149. Randolph-Clowes Co., Waterbury, Conn.
150. Henry Raphael, 169 Duane street, New York.
151. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
152. W. & J. Sloan & Co., 114 Post street, San Francisco, Cal.
153. Wm. M. Shear, 14 Fremont street, San Francisco, Cal.
154. Standard Underground Cable Co., Pittsburg, Pa.
155. T. J. Shaw & Co., 150 Commercial street, Boston, Mass.
156. A. Schrader's Sons, Inc., 32 Rose street, New York.
157. Southern Electric Co., 428 N. Calvert street, Baltimore, Md.
158. W. & J. Sloan, Broadway and 19th street, New York.
159. Levi Strauss & Co., 14 Battery street, San Francisco, Cal.
160. Thomas W. Smith, Washington, D. C.
161. Joseph L. Sweigard & Co., Betz Building, Philadelphia, Pa.
162. D. Samuels Lace House Co., Sutter street, corner Grant avenue, San Francisco, Cal.
163. James A. Snook & Co., 247 Davis street, San Francisco, Cal.
164. A. G. Spalding & Bros., 126 Nassau street, New York.
165. Smyth Lumber Co., Dothan, Ala.; informal, no guarantee.
166. Southern Creosoting Co., Ltd., Slidell, La.
167. Scovill Manufacturing Co., Waterbury, Conn.
168. B. F. Sturtevant Co., Hyde Park, Mass.
169. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
170. Thomas Somerville & Sons, Washington, D. C.
171. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
172. Sherman, Brown, Clements Co., 55 Dey street, New York.
173. Schwarzschild & Sulzberger Co., 45th street and First avenue, New York.
174. J. Spencer Turner Co., 86 Worth street, New York.
175. Edward A. Temple, 100 William street, New York.
176. Chas. J. Tagliabue Manufacturing Co., 53 Fulton street, New York.
177. Truckee Lumber Co., 6 California street, San Francisco, Cal.
178. Geo. C. Thomas, 26 Cortlandt street, New York.
179. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
180. Walter B. Timms, 61 Hudson street, New York.
181. United States Radiator Co., Dunkirk, N. Y.
182. United Manufacturing and Trading Co., 128 Broadway, New York; informal, no guarantee.
183. Universal Supply Co., 290 Broadway, New York.
184. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
185. R. M. Wilkinson Co., Inc., Norfolk, Va.
186. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.

Schedule of proposals for naval supplies—Continued.

187. West Pascagoula Creosoting Works, Gautier, Miss.; informal, no guarantee.
 188. A. P. Wendell & Co., Portsmouth, N. H.
 189. Western Electric Co., 463 West street, New York.
 190. Ernst Wiener Co., 68 Broad street, New York.
 191. Woodward, Wight & Co., New Orleans, La.
 192. Buffalo Forge Co., 490 Broadway, New York.
 193. Crane Co., Seattle, Wash.
 194. Pettingill-Andrews Co., 160 Pearl street, Boston, Mass.
 195. Wm. G. Johnson, Seattle, Wash.
 196. New Jersey Foundry and Machine Co., 9 Murray street, New York.
 197. Stentel Fire Extinguisher Manufacturing Co., St. Louis, Mo.

SCHEDULE 274.—Equipment.

- Class 1. Mare Island—Butchers' scales, dust pans, and shovels—Bidder 16, *\$28.40; 53, \$50.30; 129, \$40.78.
 Class 2. Mare Island—36 bath tubs—Bidder 75, \$216; 95, \$136.44; 105, \$130.84; 144, *\$124.56.
 †Class 3. Mare Island—Mustard pots, soup pails, and butter dishes—Bidder 52, \$311.85.
 Class 4. Mare Island—Striking bags, boxing gloves, base balls, and other athletic goods—Bidder 16, \$390.45; 53, \$334.80; 129, *\$312.79; 164, \$337.06.
 Class 5. Mare Island—4 sets rubber stamps—Bidder 100, \$41.95; 134, *\$38.75.

SCHEDULE 275.—Ordnance.

- Class 11. Mare Island—20,000 yds. muslin—Bidder 50, \$2,395; 65, \$2,675; 99, \$2,387.50; 105, \$2,395; 151, \$2,475; 159, *\$2,365.
 Class 12. Mare Island—1,500 yds. scrim—Bidder 24, \$615; 50, \$223.35; 65, \$360; 99, *\$213.75; 151, \$225; 159, \$225; 162, \$240.
 Class 13. Mare Island—90,000 yds. Hercules cotton tape—Bidder 50, *\$696.75; 65, \$2,436; 105, \$840; 151, \$2,677.50; 159, \$2,730; 162, \$1,075.
 Class 14. Mare Island—1,000 doz. spools white cotton thread—Bidder 50, *\$499; 151, \$500; 159, \$500; 162, \$500.
 Class 15. Mare Island—11,200 lbs. steel wire brads—Bidder 16, *\$317; 53, \$332.94; 65, \$321.40; 129, \$322.10.
 Class 16. Mare Island—Hinges, hasps, and buttons, brass—Bidder 16, *\$983.75; 107, \$1,350.65; 151, \$1,262.
 Class 17. Mare Island—2,600 gross brass wood screws—Bidder 16, \$925.50; 53, \$907.55; 57, \$847; 65, \$1,004.50; 73, \$908.65; 105, \$897.50; 129, \$916.50; 171, *\$826.67.
 †Class 18. Mare Island—88,000 ft. yellow pine—Bidder 37, \$5,360; 63, \$5,096; 112, \$5,532.50; 177, \$5,650.
 Class 19. Mare Island—873 lbs. Tobin bronze—Bidder 65, \$261.90; 75, *\$186.38.
 Class 20. Mare Island—2,000 lbs. sheet brass—Bidder 27, \$562; 45, \$562; 65, \$480; 75, \$562; 83, \$562; 129, \$491; 148, *\$460; 149, \$490; 167, \$480.
 Class 21. Mare Island—10,000 lbs. tar board—Bidder 24, \$299; 46, \$465; 115, \$299; 126, \$332.75; 151, *\$222.

SCHEDULE 276.—Construction and Repair.

- †Class 31. Mare Island—1 75-horsepower motor and 1 10-horsepower motor—Bidder 64, \$2,020; 119, \$2,260.
 Class 32. Mare Island—1,900 ft. copper cable—Bidder 64, *\$1,589; 189, \$1,593.
 Class 33. Mare Island—1 double pole circuit breaker—Bidder 39, *\$90; 64, \$93; 69, \$109.90.
 Class 34. Mare Island—Insulators, cut-outs, inclosed fuses, and tape—Bidder 90, *\$77.90.
 Class 35. Mare Island—7,000 yds. white braid and 4,000 yds. mattress binding—Bidder 13, \$40; 50, *\$96.63; 151, \$107; 162, \$120.

*Accepted.

- Class 36. Mare Island—6,000 lbs. curled hair—Bidder 13, \$1,950; 46, \$1,797; 63, \$2,890; 151, \$2,034; 152, \$1,920; 163, \$1,721.40; 179, *\$1,666.80.
 Class 37. Mare Island—600 lbs. geese feathers—Bidder 10, \$330; 13, \$330; 24, \$594; 50, \$312, \$354, \$378, and \$402; 63, \$414; 113, \$408, \$372, and \$342; 151, \$418.50; 152, \$480; 163, *\$311.58.
 Class 38. Mare Island—4,000 yds. extra heavy Irish linen—Bidder 50, \$1,222; 65, \$1,650; 105, \$1,640; 151, \$1,220; 159, *\$1,192.50.
 Class 39. Mare Island—2,795 lbs. iron nuts—Bidder 16, \$335.40; 53, \$241.76; 65, *\$234.78; 73, \$104.78; 107, \$251.55.
 Class 40. Mare Island—60 doz. padlocks—Bidder 16, \$285; 24, \$383.40; 26, \$267.60; 53, \$289.80; 65, \$329.40; 70, \$267; 105, \$312; 129, \$288; 140, *\$250.20; 144, \$300; 195, \$252.
 Class 41. Mare Island—1 sheet metal cutter—No bids.
 Class 42. Mare Island—Box tools, false jaws, die holders, dies, drill chucks, etc.—Bidder 41, *\$528.
 Class 43. Mare Island—1,250 lbs. hoop brass—Bidder 24, \$312.50; 27, \$245; 45, \$245; 65, \$298.75; 75, \$245; 83, \$245; 129, \$244.37; 148, *\$237.50; 149, \$243.75; 167, \$243.75.
 Class 44. Mare Island—6,200 lbs. hexagon machinery steel—Bidder 25, \$279; 36, \$325.50; 53, \$231.88; 65, *\$262.26; 175, \$372.
 Class 45. Mare Island—5,213 lbs. round nickel-steel bars—Bidder 25, \$467.04; 36, \$325.81; 49, \$430.07; 65, *\$309.65; 92, \$401.40; 175, \$625.56.
 Class 46. Mare Island—270 lbs. steel bars and 1,275 lbs. flat bars—Bidder 16, *\$39.98; 24, \$61.94; 25, \$69.52; 36, \$54.08; 49, \$61.80; 53, \$61.28; 65, \$52.17.
 Class 47. Mare Island—91,584 lbs. steel castings for turret—Bidder 9, *\$6,163.60; 25, \$7,333.38; 65, \$12,821.76; 92, \$8,323.95; 133, \$7,097.76; 136, \$10,990.08.
 Class 48. Mare Island—250 lbs. sheet packing—Bidder 26, \$144.95; 53, \$175; 69, \$132.50; 90, *\$125; 139, \$175.
 Class 49. Mare Island—27,400 lbs. copper pipe—Bidder 27, \$6,511.60; 65, \$6,793; 88, \$6,343.50; 129, \$6,410; *148, \$5,825.80; 149, \$6,343.50.
 Class 50. Mare Island—1 consolidated engine stock valve—Bidder *116, \$545.

SCHEDULE 277.—Steam Engineering.

- Class 51. Puget Sound—10 sets cutters for miter and bevel gears—Bidder 70, \$180.50; 74, \$178.50; *95, \$178; 107, \$180.56; 110, \$184.51; 135, \$180.40; 146, \$180.52.
 Class 52. Puget Sound—4,271 lbs. Tobin bronze—Bidder 65, \$1,148.90; 74, \$1,078.42; *75, \$929.79.
 Class 53. Mare Island—1,000 lbs. rubber packing—Bidder 3, \$500; 12, \$580; 18, \$650; 53, \$700; 62, \$575; 63, \$580; 69, \$530; 90, *\$500; 139, \$680; 153, \$575.

SCHEDULE 278.—Supplies and Accounts.

- Class 61. Puget Sound—1 doz. paint brushes and 4 doz. tool brushes—No bids.
 Class 62. Puget Sound—6 doz. deck scrubbing brushes—Bidder 50, \$29.40; 105, *\$28.80; 151, \$31.20.
 Class 63. Puget Sound—6 doz. hand scrubbing brushes—Bidder 50, \$32.40; *74, \$15; 105, \$38.40; 151, \$24.90.
 Class 64. Puget Sound—200 lbs. cotton twine—Bidder 50, \$64; 105, \$64; *151, \$54; 174, \$56.
 Class 65. Puget Sound—48 doz. padlocks—Bidder 24, \$432; *26, \$225.84; 46, \$267.60; 65, \$276; 70, \$229.08; 74, \$266.64; 105, \$278.28; 110, \$234.60; 129, \$238.80; 140, \$249.12; 144, \$240; 195, \$269.40.
 Class 66. Puget Sound—2,400 lbs. ship spikes—Bidder *53, \$92.46; 65, \$97; 74, \$104.90; 129, \$94.60; 195, \$93.50.
 Class 67. Puget Sound—81 doz. taper saw files—Bidder 53, \$41.26; *73, \$40.57; 74, \$63.25 and \$56.63; 110, \$41.35; 129, \$41.19; 195, \$46.10.
 Class 68. Puget Sound—200 doz. hacksaw blades—Bidder 53, \$105; 65, \$108; *70, \$76.30; 73, \$90; 74, \$95; 95, \$90; 105, \$91; 107, \$78.45; 110, \$120; 195, \$83.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 69. Puget Sound—1,100 lbs. brass pipe—Bidder 27, \$257.95; 65, \$329; 74, \$286; 129, \$253.55; 148, \$260.40; *149, \$251.35.

Class 70. Puget Sound—1,000 ft. iron pipe—Bidder 74, \$46.90; *193, \$44.30.

Class 71. Puget Sound—60 doz. water gage glasses—Bidder 53, \$56.04; 65, \$84; 74, \$90.96; *107, \$39.24; 110, \$61.20; 146, \$44.88.

Class 72. Puget Sound—40 rms. paper—Bidder 44, \$105; *105, \$84.80; 126, \$91.50; 183, \$89.88.

Class 73. Puget Sound—Typewriter paper—Bidder 44, \$160.75; 105, \$150.40; *126, \$134; 183, \$152.42.

Class 74. Puget Sound—Miscellaneous stationery—Bidder *44, \$270.25; 90, \$351.35; 100, informal, part of class; 126, \$328.16.

Class 75. Puget Sound—300 lbs. rigging leather—Bidder 74, \$165; 110, \$168; 115, *\$126.

SCHEDULE 279.

Class 81. Bidder 86, \$12,508; 102, \$12,500; *141, \$11,975; 161, \$12,680.

SCHEDULE 280.—Equipment.

Class 91. Naval Coaling Depot at Frenchman's Bay, Me.—1 buzz planer or hand jointer—Bidder 51, \$165 and *\$189; 58, \$215; 59, \$178.50; 128, \$270.

SCHEDULE 281.—Ordnance.

Class 101. Norfolk—1 electric hoist and runway in building No. 62—Bidder 124, \$3,350 and \$2,900; *185, \$3,000; 196, \$3,080.

SCHEDULE 281.—Construction and Repair.

Class 111. Portsmouth—1 electric motor-driven outfit—Bidder 21, \$585; *76, \$529.

Class 112. Boston—1 arbor press—Bidder 77, \$118.75; 107, \$125; *132, \$118.75.

Class 113. Boston—1 plain milling machine—Bidder *14, \$300; 22, \$485.75; 66, \$389; 78, \$452; 107, \$495; 124, \$410; 132, \$478.83; 147, \$444.

Class 114. Boston—1 screw-cutting engine lathe—Bidder *66, \$460.50; 77, \$476; 78, \$490; 107, \$500; 124, \$474; 132, \$499.50; 147, \$480.

Class 115. Boston—1 band-saw setting and filing machine—Bidder 8, \$110; 23, *\$98.

Class 116. Boston—1 14-in. shear and crosscut machine—Bidder *23, \$53.

Class 117. Boston—1 retoothing—Bidder 23, *\$47.

Class 118. Boston—1 portable hydraulic shaft straightener—Bidder *107, \$351; 144, \$369; 146, \$353.95; 172, \$393.70.

SCHEDULE 283.—Steam Engineering.

Class 121. Norfolk—1 automatic-screw machine—Bidder *22, \$917.50.

SCHEDULE 290.—Yards and Docks.

Class 131. New Orleans—5,000 ft. waterproof copper wire—Bidder 40, \$278.55; *64, \$275; 87, \$300; 107, \$287.30; 120, \$300; 189, \$279.50.

Class 132. New Orleans—Insulator pins, glass insulators, cross arms, etc.—Bidder 87, \$65; *120, \$16.65; 189, \$23.50.

Class 133. Pensacola—Fire extinguishers and charges—Bidder 5, \$1,077.24; 15, \$1,606.00; 84, informal, part of class; 197, *\$1,400.80.

† Class 134. Pensacola—Railroad cross ties—Bidder 166, \$60 per M.

SCHEDULE 291.—Equipment and Construction and Repair.

Class 141. Pensacola—4,000 iron bolts and nuts—No bids.

Class 142. Pensacola—15,000 ft. yellow pine decking—Bidder 7, \$1,417.50; 55, \$1,462.50; 56, \$1,425; *63, \$1,110; 186, \$3,000.

*Accepted.

Class 143. Pensacola—3,000 lbs. slab zinc—Bidder *45, \$212.70; 106, \$225; 110, \$300.

† Class 144. Pensacola—24 connecting shackles and 24 wrought iron galvanized swivels—Bidder 107, \$718.92; 144, \$738; 191, \$425.76.

SCHEDULE 292.—Yards and Docks.

Class 151. New York—10 dump cars—Bidder *33, \$1,825; 109, \$2,050; 147, \$2,540; 196, \$1,835.

Class 152. Washington—4 twin strainers—Bidder *101, \$430.

SCHEDULE 293.—Equipment and Secretary's Office.

Class 161. New York—600 yds. momie cloth—Bidder 47, \$1,086; 104, \$78; 105, \$1,104; *158, \$1,038; 160, \$1,125.

† Class 162. Annapolis—For furnishing and installing all hangings, carpets, rugs, and furniture; also papering and tinting walls, etc., to complete the quarters of the superintendent—Bidder 31, \$9,997.50; 71, \$8,620.50.

SCHEDULE 294.—Navigation.

Class 171. Annapolis—About 5 miles, 1,000 ft. of T. B. waterproof copper line wire, 2,100 ft. white core copper wire, 2,000 ft. white core copper wire single braided, and 1,500 ft. rubber covered flexible wire—Bidder *40, \$429.50; 64, \$465.05; 120, \$457.21; 154, \$442.64; 189, \$445.63.

Class 172. Annapolis—Clear and opalescent inner globes and outer globes—Bidder *40, \$130.50; 120, \$134; 157, \$162.42; 189, \$144.58; 194, \$139.50.

Class 173. Annapolis—200 lbs. okonite and friction tape—Bidder 40, \$96; 45, \$70.60; 64, \$125; *120, \$91; 127, \$120; 157, \$95; 189, \$95; 194, \$95.

Class 174. Annapolis—Inclosed cartridge fuses, open link fuses, and fuse wire—Bidder 50, \$297.45; *120, \$297.28; 157, \$338.68; 189, \$310.82; 194, \$342.55 and \$338.95.

Class 175. Annapolis—A quantity of telephone supplies—Bidder *120, \$454.35; 157, \$561.49; 189, informal, part of class.

Class 176. Annapolis—4 gross hack saw blades—Bidder 73, \$37.76; 107, \$33.60; 110, \$33.60; *120, \$32; 172, \$36.40.

Class 177. Annapolis—Bolts, nuts, machine screws, rivets, burs, washers, spring and steel wire, emery taps, and miscellaneous hardware—Bidder 29, \$233.37; 105, \$356.11; *110, \$224.55.

Class 178. Annapolis—Metal for engine bearings, half and half solder, block zinc, Muntz metal, machine steel, etc.—Bidder 29, \$165.40; *45, \$99.64; part; 105, \$164.00; 110, \$185.20; 144, \$171.48.

Class 179. Annapolis—18 annealed water-gage glasses, 36 globe valves, 2 doz. elbows, 2 doz. tees, and 2 doz. couplings—Bidder 29, \$107.50; 81, \$39; 94, \$68.10; 105, \$46.30; *107, \$38.83; 110, informal, part of class.

Class 180. Annapolis—Tiger grease cups and Lunkenheimer grease cups—Bidder 29, \$62.55; *73, \$50.93; 94, \$58.15; 105, \$67.62; 107, \$52.94; 110, \$67.50; 172, \$71.80.

Class 181. Annapolis—1 Crosby steam gage and 1 vacuum gage—Bidder 6, \$25; 29, \$30; 105, \$34.30; *107, \$17.28; 110, \$30; 120, \$36.

Class 182. Annapolis—10 chestnut poles—Bidder 55, \$400; *120, \$112; 160, \$255.

Class 183. Annapolis—300 ft. rubber belting—Bidder *29, \$12; 68, \$60; 110, \$16; 120, \$16; 142, \$15.

Class 184. Annapolis—Sulfuric acid, muriatic acid, bluestone, zinc sulfate, sal ammoniac, elastic cement, and iron cement—Bidder *68, \$72.75; 80, \$86.85.

SCHEDULE 295.—Ordnance.

Class 191. Washington—Brass and iron wood screws—Bidder *57, \$66.60; 73, \$71.15; 140, \$70.78.

Class 192. Washington—Metal slitting saws—Bidder *95, \$97; 110, \$99.40; 137, \$109.20.

Class 193. Washington—Two sets No. 2 Armstrong's adjustable stock and pipe dies—Bidder

† No award.

Schedule of proposals for naval supplies—Continued.

73, \$40; 94, \$14; 105, \$12; *107, \$6.24; 110, \$11.40; 137, \$14; 140, \$11.78; 144, \$12; 146, \$7.20; 170, \$11.

Class 194. Washington—1 doz. No. 1 $\frac{1}{2}$ sentinel snap-lever sight-feed oil cups—Bidder 73, \$10; *94, \$9.60; 107, \$9.73; 170, \$9.96.

Class 195. Washington—Lag screws, carriage bolts, machine bolts, stove bolts, set screws, strap hinges, butts, ax handles, locks and knobs, sand-paper, rasps, bar iron, files, drills, etc.—Bidder 110, \$186.62; *140, \$159.76.

Class 196. Washington—150,000 lbs. Bertha zinc—Bidder *19, \$15.375.

Class 197. Washington—350,000 lbs. Calumet and Hecla copper—Bidder *45, \$5.375 for 25,000 lbs. only.

Class 198. Washington—500 ft. four-ply rubber hose and 4 pieces air-brake hose—Bidder 18, \$163.80; 67, \$166.90; *94, \$101; 125, \$141.19; 170, \$109.90.

Class 199. Washington—3,000 ft. magnesia pipe covering—Bidder 4, \$505.50; 90, \$519.50; *93, \$500.28; 94, \$554.60; 170, \$567.25.

Class 200. Washington—100 Rainbow packing gaskets—Bidder *26, \$66; 81, \$105; 131, \$90; 170, \$120.

Class 201. Washington—3,500 ft. galvanized iron water pipe—Bidder 35, \$358.50; 38, \$364.80; 81, \$393.50; 94, \$419; *170, \$351.25.

Class 202. Washington—A quantity of galvanized and malleable iron ell, unions, bushings, caps, plugs, and disks—Bidder 35, \$157.32; 38, \$171.62; *81, \$142.90; 94, \$154.69; 105, \$145.16; 110, informal, part of class; 170, \$152.96.

Class 203. Washington—156 standard globe valves—Bidder 17, \$192.95; 38, \$107.64; 81, \$144.50; 91, \$201.90; 94, \$134.70; 105, \$225.75; 107, \$140.18; *170, \$119.17.

Class 204. Washington—300 window glass lights—Bidder *80, \$29.90; 130, \$36.

Class 205. Washington—12 steel wheels for hand cars—Bidder 178, \$51.72; *190, \$48; 196, \$55.20.

SCHEDULE 296.—Construction and Repair.

Class 211. New York—40 slate slabs—Bidder 61, \$105; 92, \$96.11; *107, \$97.10; 189, \$114.

Class 212. Norfolk—700 ft. galvanized plow-steel wire tiller rope—Bidder 45, \$103.25; 92, \$106.61; 107, \$107.03; *110, \$93.10; 145, \$96.04; 178, \$98.50; 183, \$103.04; 196, \$99.75.

Class 213. Norfolk—700 ft. special flexible plow-steel wire hoisting rope—Bidder 11, \$179.27; 92, \$121.80; 107, \$157.50; *110, \$147; 173, \$175.49; 183, \$165.13; 196, \$175.

Class 214. Portsmouth—3 hydraulic jacks—Bidder 70, \$119; 73, \$104.75; 105, \$124.40; 107, \$123; 110, \$122.20; *138, \$103.50; 144, \$113; 146, \$119.90; 172, \$125.45; 188, \$118.

Class 215. Portsmouth—3 sets taps, dies, and stocks—Bidder 73, \$100; *110, \$52.65; 188, \$165.25.

Class 216. Norfolk—2 sets taps, dies, and stocks—Bidder 29, \$125; 73, \$115; *107, \$111.90; 110, \$112.10.

Class 217. Boston—808 cylinder locks—No bids.

Class 218. Boston—Stop hinges and butts—Bidder *57, \$242.40; 70, \$437.66; 105, \$290.88; 107, \$543.62; 144, \$430.32.

Class 219. Boston—1,616 mirror buttons and a quantity of wood screws—Bidder *57, \$34.40; 105, \$46.77; 144, \$67.93.

Class 220. Portsmouth—Hardware and tools—Bidder *57, \$608.88; 110, \$777.20; 188, \$699.92.

Class 221. Portsmouth—A quantity of tools—Bidder *57, \$262.80; 110, \$325.50; 188, \$299.45.

Class 222. Norfolk—Copper funnels, ratchet drilling machines, nickel-plated bit chuck, 24 ft. plumbers' hose, turning chisels, clamps, cutters, gouges, etc.—Bidder 29, \$198.87; 57, \$156.95; *110, \$145.60.

Class 223. Boston—200,845 lbs. medium steel plates—Bidder 32, \$4,147.45; 34, \$3,836.14; *85, \$3,383.76; 92, \$3,846.18.

Class 224. Boston—56,021 lbs. medium steel shapes—Bidder *32, \$1,316.49, part; 85, \$967.54.

Class 225. Portsmouth—72 ft. suction hose—Bidder 18, \$208.80; 67, \$234; 184, \$194.40; *188, \$88.56.

*Accepted.

†Class 226. League Island—1 paper testing machine—Bidder 54, \$60.70 and \$70; 113, \$150; 183, \$149.47.

Class 227. Norfolk—2 sets diving apparatus—Bidder 117, \$2,178; *156, \$2,160.

Class 228. Boston—51 oars—Bidder 82, \$379.95; 122, \$382.50; *155, \$382.50.

SCHEDULE 297.—Steam Engineering.

Class 231. New York—37 lbs. hexagon semi-finished iron nuts—Bidder *144, \$43.05.

Class 232. Norfolk—10,000 lbs. manganese bronze—Bidder 1, \$1,850; 43, \$1,975; *143, \$1,770.

Class 233. New York—100 tons American pig iron—Bidder 26, \$2,012; 70, \$2,028.46; *92, \$1,795.

Class 234. Portsmouth—400 ft. brass pipe—Bidder 27, \$185; 28, \$182.77; *148, \$137.90; 149, \$186.70.

Class 235. Portsmouth—2,000 ft. condenser tubes—Bidder 27, \$3,520; *28, \$3,879; 149, \$3,680.

Class 236. New York—Safety valves, brass cocks, check valves, globe and angle valves, etc.—Bidder 81, \$49.25; *94, \$35.90; 103, \$59.55; 110, \$57.70.

Class 237. Portsmouth—4 pop safety valves—Bidder 6, \$308; 51, \$364; 73, \$332; 94, \$240; 103, \$240; 105, \$269.60; *146, \$210.80.

Class 238. Portsmouth—10 Leslie reducing valves—Bidder *70, \$316; 81, \$452.25; 94, \$459; 105, \$457; 107, \$435.20; 172, \$316.40.

Class 239. Portsmouth—16 gate valves—Bidder *81, \$402.50; 94, \$438.80; 103, \$846.50; 146, \$446.22.

Class 240. Portsmouth—120 radiator valves—Bidder 17, \$156; 81, \$234; 94, \$237; 105, \$282; *146, \$80.70.

Class 241. Portsmouth—100 brass unions—Bidder *17, \$33.50; 81, \$40; 91, \$34; 94, \$63; 105, \$47.50.

Class 242. New York—2,000 gals. fuel oil—Canceled.

Class 243. Portsmouth—501 sq. ft. of radiators—Bidder 94, \$200.40; *121, \$104.49; 181, \$149.67.

Class 244. Portsmouth—3 revolution counters—Bidder 6, \$112.50; 51, \$136.50 and \$141; 70, \$97.47; *107, \$78; 188, \$90.

Class 245. Portsmouth—4 steam traps—Bidder 51, \$203; *81, \$110; 94, \$140; 107, \$129.60; 147, \$398; 188, \$216.

Class 246. Portsmouth—4 salinometer pots—Bidder 6, \$77.80; 70, \$58.96; 81, \$60; 94, \$56; 105, \$73.60; 107, \$51.40; *176, \$48.

Class 247. Portsmouth—18 gages—Bidder 6, \$62.35; 94, \$56.50; 105, \$61.35; 107, \$62.08; *144, \$55.10; 146, \$56.79; 188, \$66.

Class 248. Portsmouth—3 marine engine room clocks—Bidder *6, \$50.70; 107, \$62.85; 144, \$121.20; 146, \$10.80; 188, \$59.40.

Class 249. Portsmouth—2 forced-draft blowers—Bidder 60, \$1,938; *168, \$1,257.04; 192, \$1,427.20.

Class 250. New York—6 cu. yds. white sand—Bidder *105, \$23.

SCHEDULE 298.—Supplies and Accounts.

Class 251. New York—300,000 lbs. tinned corned beef—Bidder 42, \$28,020; 97, \$33,615; 118, \$28,920; 150, \$32,490; *173, \$27,480.

Class 252. New York—100,000 lbs. rice in half bbls.—Bidder 30, \$7,000; *48, \$6,160; 72, \$6,560; 96, \$6,590; 98, \$6,670; 111, \$6,490; 180, \$6,320.

Class 253. New York—120,000 lbs. condensed milk—Bidder 20, \$10,200; 72, \$12,096; *108, \$9,720.

OPENED JANUARY 16, 1906.

Bidder 1. Armour & Co., 205 La Salle street, Chicago, Ill.

2. American Lumber and Manufacturing Co., Pittsburg, Pa.

3. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

4. Samuel R. Altman, Equitable Building, Baltimore, Md.

5. Ajax Metal Co., 50 Richmond street, Philadelphia, Pa.

†No award.

Schedule of proposals for naval supplies—Continued.

6. American Metal Co., Ltd., 52 Broadway, New York.
7. R. P. Andrews Paper Co., Washington, D. C.
8. American Distributing Co., 50 Stone street, New York.
9. American Typefounders Co., 606 Sansom street, Philadelphia, Pa.
10. American Glue Co., 121 Beverly street, Boston, Mass.
11. R. H. Adams, 100 William street, New York.
12. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.
13. Isaac Benesch & Sons, 549 Gay street, Baltimore, Md.
14. F. S. Banks & Co., 90 Wall street, New York.
15. Benedict & Burnham Manufacturing Co., 37 Park place, New York.
16. John Brown & Sons, 722 E. Pratt street, Baltimore, Md.
17. Bridgeport Brass Co., 253 Broadway, New York.
18. A. W. Barnes, Eagle and West streets, Brooklyn, N. Y.
19. Edwin Burham, 71 Wall street, New York.
20. L. G. Banning, 5th and Main streets, Cincinnati, Ohio.
21. F. O. Boyd & Co., 71 Hudson street, New York.
22. John Baisley Iron Works, 510 S. Delaware avenue, Philadelphia, Pa.
23. Bethlehem Steel Co., South Bethlehem, Pa.
24. Bruce Type Foundry, 29 Great Jones street, New York; informal, no guarantee.
25. Brown Hoisting Machinery Co., 26 Cortlandt street, New York.
26. Boston Belting Co., 256 Devonshire street, Boston, Mass.
27. Bruce & Cook, 190 Water street, New York.
28. R. P. Clark Co., Washington, D. C.
29. Wm. Cramp & Sons' Ship and Engine Building Co., Beach and Ball streets, Philadelphia, Pa.
30. Philip Carey Manufacturing Co., 114 Liberty street, New York.
31. Carpenter Steel Co., Reading, Pa.
32. Wm. Wirt Clark & Sons, Baltimore, Md.
33. James Clendenin, P. O. box 1002, Baltimore, Md.
34. Emil Calman & Co., 299 Pearl street, New York.
35. Cuyler & Mohler, 611 William street, Baltimore, Md.
36. Case Manufacturing Co., Columbus, Ohio.
37. Cleveland Pneumatic Tool Co., Cleveland, Ohio.
38. Crucible Steel Company of America, Pittsburgh, Pa.
39. Carnegie Steel Company, Pittsburgh, Pa.
40. James B. Clow & Sons, Chicago, Ill.
41. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.
42. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
43. John B. Dauchy, 116 Broad street, New York.
44. O. A. Danzenbaker, Washington, D. C.
45. C. A. Dickie, 205 La Salle street, Chicago, Ill.
46. Drew Machinery Agency, Manchester, N. H.
47. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
48. Eastern Drug Co., 14 Fulton street, Boston, Mass.
49. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
50. G. Elias & Bros., 965 Elk street, Buffalo, N. Y.
51. J. Eavenson & Sons, Inc., 318 N. 20th street, Philadelphia, Pa.
52. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
53. Joseph N. Early, 127 Reade street, New York.
54. Marshall Field & Co., Chicago, Ill.
55. Fiske Bros. Refining Co., 15 Old Slip, New York.
56. A. D. Farmer & Son Type Founding Co., 65 Beckman street, New York.
57. Gustave W. Forsberg, Washington, D. C.
58. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
59. Garlock Packing Co., 136 Liberty street, New York.
60. General Electric Co., Schenectady, N. Y.
61. Garlock Packing Co., 604 Arch street, Philadelphia, Pa.
62. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
63. Wm. Geiger, 97 Warren street, New York.
64. John Greig, 281 W. 11th street, New York.
65. R. W. Geldart, 2 Stone street, New York.
66. A. D. Granger Co., 95 Liberty street, New York.
67. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
68. Hanlon & Goodman, 270 Pearl street, New York.
69. Wm. K. Holmes, Jr., Madison avenue, New York.
70. Handlan-Buck Manufacturing Co., St. Louis, Mo.
71. R. C. Hoffman & Co., Baltimore, Md.
72. A. L. Hirsh, 368 Greenwich street, New York.
73. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
74. Hartman Co., 1231 North Front street, Philadelphia, Pa.
75. Ingersoll-Rand Co., 11 Broadway, New York.
76. Ironclad Manufacturing Co., 204 Varet street, Brooklyn, N. Y.
77. H. W. Johns-Manville Co., 100 William street, New York.
78. Jandus Electric Co., Cleveland, Ohio.
79. George R. Johnson, American Building, Baltimore, Md.
80. Jenkins Manufacturing Co., 13 Park Row, New York.
81. Charles C. James, 44 Third avenue, New York.
82. Charles R. Johnson, Norfolk Va.
83. J. B. Kendall, Washington, D. C.
84. George R. Knowlton, 88 Broad street, Boston, Mass.
85. Keasbey & Mattison Co., Ambler, Pa.
86. E. F. Keating Co., 42 Water street, New York.
87. E. Keeler Co., Williamsport, Pa.
88. James F. Knapp, 104 Reade street, New York.
89. Koller & Smith, 141 Broadway, New York.
90. Lebanon Chain Works, Lebanon, Pa.
91. Arthur L. Lockwood, 12 Platt street, New York.
92. John Lucas & Co., 322 Race street, Philadelphia, Pa.
93. Ernest Law & Co., Harrison Building, Philadelphia, Pa.
94. Lucent Oil Co., 63 N. 2d street, Philadelphia, Pa.
95. J. H. Leonard & Co., 13 Park Row, New York.
96. Monad Engineering Co., 147 Cedar street, New York.
97. Manhattan Oil Co., 51 Front street, New York.
98. MacKall Bros., Washington, D. C.
99. Moller & Schumann Co., Mary and Flushing avenues, Brooklyn, N. Y.
100. W. B. Moses & Sons, Washington, D. C.
101. Manning, Maxwell & Moore, 85 Liberty street, New York.
102. Montgomery & Co., 105 Fulton street, New York.
103. Manhattan Supply Co., 127 Franklin street, New York.
104. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
105. R. H. Macy & Co., Broadway and 34th street, New York.
106. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
107. John W. Masury & Son, P. O. box 1012, New York.

Schedule of proposals for naval supplies—Continued.

108. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
109. Monongahela Iron and Steel Co., Pittsburg, Pa.
110. A. J. Marcuse, 11 Broadway, New York.
111. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
112. Nicholson & Co., Rankin, Pa.
113. New Jersey Brush Co., Newark, N. J.
114. New York Shellac Co., 229 Pearl street, New York.
115. Nassau Smelting and Refining Works, W. 29th street, New York.
116. Newhall Chain Forge and Iron Co., 9 Murray street, New York.
117. New Jersey Foundry and Machine Co., 9 Murray street, New York.
118. National Electrical Supply Co., Washington, D. C.
119. New York Lubricating Oil Co., 116 Broad street, New York.
120. New Jersey Asbestos Co., 52 Dey street, New York.
121. Neville & Grubb, Portsmouth, Va.
122. Old Dominion Paper Co., Norfolk, Va.
123. J. Edward Ogden Co., 147 Cedar street, New York.
124. Okonite Co., Ltd., 253 Broadway, New York.
125. Ox Fiber Brush Co., 1 Hudson street, New York.
126. Ohio Brass Co., Mansfield, Ohio.
127. Charles O'Regan, foot of 24th street, Brooklyn, N. Y.
128. John J. O'Rourke, 5 Worth street, New York.
129. S. M. Price Machinery Co., Norfolk, Va.
130. Robert S. Perry, 117 Fulton street, New York.
131. Philadelphia Iron Works, 18th and Pennsylvania avenue, Philadelphia, Pa.
132. Pool & Macy, 191 Front street, New York.
133. Porter & Moore Co., 28 Water street, Norfolk, Va.
134. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
135. Rome Brass and Copper Co., Rome, N. Y.
136. Revere Rubber Co., 59 Reade street, New York.
137. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
138. Henry Raphael, 160 Duane street, New York.
139. H. D. Roosen Co., 263 Water street, Brooklyn, N. Y.
140. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
141. H. Rosenthal & Bro., 418 W. Broadway, New York.
142. Rogers & Pyatt, 78 Maiden Lane, New York.
143. Rudolph & West Co., Washington, D. C.
144. Paul S. Reeves & Son, 1415 Catharine street, Philadelphia, Pa.
145. R. R. Rowe, 100 William street, New York.
146. Austin Remsen, 54 Maiden Lane, New York.
147. Safety Armorite Conduit Co., Pittsburg, Pa.
148. Standard Railway Equipment Co., St. Louis, Mo.
149. Southern Printers' Supply Co., Washington, D. C.
150. Charles E. Sholes Co., 164 Front street, New York.
151. Sheet Metal Manufacturing Co., Niles, Ohio.
152. Smith-Courtney Co., Richmond, Va.
153. Standard Oil Co., Baltimore, Md.
154. Sherman, Brown, Clements Co., 55 Dey street, New York.
155. Southard & Co., 11 Broadway, New York.
156. Sherwin-Williams Co., Cleveland, Ohio.
157. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
158. Edward A. Temple, 100 William street, New York.

159. Geo. C. Thomas, 26 Cortlandt street, New York.
160. D. A. Tower, 506 Broadway, New York.
161. Taunton-New Bedford Copper Co., New Bedford, Mass.
162. Universal Supply Co., 200 Broadway, New York.
163. United Metals Selling Co., 42 Broadway, New York.
164. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
165. John M. Woods & Co., East Cambridge, Mass.
166. J. R. Wettstein, 71 Broadway, New York.
167. White Hardware Co., Norfolk, Va.
168. R. M. Wilkinson Co., Norfolk, Va.
169. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
170. Watson & Pittinger, 520 Carroll street, Brooklyn, N. Y.
171. Wm. P. Youngs & Bros., 35th street and First avenue, New York.
172. Frank L. Young & Kimball, 111 Purchase street, Boston, Mass.
173. A. W. Young, Newark, N. J.
174. Arthur Gamwell, Seattle, Wash.
175. J. L. Mott Iron Works, 90 Beekman street, New York.

SCHEDULE 299.—Yards and Docks.

Class 11. Guantanamo—8 towel racks, 8 lavatories, 3 porcelain closets and 3 lengths cast-iron pipe—Bidder 40, \$392.15; *80, \$390.30.

†Class 12. Guantanamo—1,000 gals. gasoline—Bidder 72, \$499.50.

Class 13. Guantanamo—700 ft. G. I. pipe and 76 galvanized elbows—Bidder *86, \$82; 103, \$83.20.

Class 14. Guantanamo—300 ft. vitrified sewer pipe, 4 bends, 4 elbows, and 5 tees—Bidder 49, *\$48.84 and \$46.20.

Class 15. Guantanamo—1 dial clock. No bids.

†Class 16. Guantanamo—1 legal blank cabinet, 2 desk chairs, 1 correspondence cabinet, and 1 roll-top typewriter desk—Bidder 89, \$218.

SCHEDULE 303.—Bureau of Yards and Docks.

Class 21. League Island—8 direct-current arc lamps—Bidder *78, \$82.80; 118, \$96.

Class 22. League Island—One 12-current panel board and cabinet—Bidder *63, \$66; 118, \$94.

Class 23. League Island—1,275 ft. 3-inch and 1-inch steel pipe enameled conduit—Bidder 108, \$59.77; 118, \$65; 147, \$63.85; *169, \$58.95.

Class 24. League Island—675 ft. double-braided rubber-covered standard cable and 3,400 ft. double-braided rubber-covered wire—Bidder *60, \$131.46; 118, \$186.49; 124, \$186.25; 169, \$156.

Class 25. League Island—13 lbs. pipe straps, 5 lbs. insulating tape, 324 lock nuts, and 162 conduit bushings—Bidder 118, \$11.95; *169, \$9.15.

SCHEDULE 304.—Bureau of Navigation.

Class 31. Annapolis—Castors, levers, staples, steel-wire brads, tacks, screws, shovels, and chisels—Bidder 16, \$388.35; 102, *\$168.40.

Class 32. Annapolis—One combined grinding and buffing lathe—Bidder *103, \$210.

Class 33. Annapolis—100 ft. steam hose—Bidder *16, \$83.50; 84, \$60; 86, \$70; 164, \$75.

Class 34. Annapolis—250 lbs. rubber sheet steam packing—Bidder 14, \$156.25; 16, \$125; 61, \$225; 73, \$312.50; *77, \$105; 84, \$122.50; 86, \$150; 120, \$150; 134, \$125; 164, \$175.

Class 35. Annapolis—300 lbs. asbestos metallic sheet valve packing—Bidder 16, \$240; 44, \$180.05; 77, \$180; *120, \$145.

Class 36. Annapolis—350 lbs. spiral rod packing—Bidder 14, \$257.25; 16, \$227.50; 61, \$472.50; 77, \$227.50; 84, \$245; 86, \$525; 120, *\$210; 134, \$220.50; 164, \$280.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 37. Annapolis—50 lbs. coil packing and 50 lbs. pump packing—Bidder 16, \$65; 61, \$121.50; *84, \$12.50; 86, \$150; 120, \$62.50.

Class 38. Annapolis—300 ft. magnesia pipe packing and 30 lbs. pipe-covering paste—Bidder 3, \$104.50; 30, \$106.50; 77, \$108; *85, \$103.50; 102, \$108.

Class 39. Annapolis—Wrought-iron pipe—Bidder *35, \$296.18; 74, \$349.13; 86, \$353; 103, \$324.65.

Class 40. Annapolis—30 cast-iron soil-pipe bends and a quantity of galvanized tees, cast-iron tees, galvanized ells, cast-iron ells, brass unions, galvanized unions, male and female hose couplings, galvanized couplings, water-gage glasses, cast-iron plugs, basin and bath washers, and Fuller balls—Bidder 74, \$244.99; *86, \$228.18; 103, \$332.61.

Class 41. Annapolis—Expansion joints and cast iron tees—Bidder 16, \$176.40; 46, \$210.80; 74, \$197.05; 86, \$163.60; *103, \$146.60.

Class 42. Annapolis—One Foster automatic pressure regulator—Bidder 14, \$91.90; 16, \$97.50; 46, \$111 and \$101; *65, \$87.43; 74, \$89.75; 86, \$140; 101, \$89.30; 103, \$97.70; 154, \$87.49 and \$93.

Class 43. Annapolis—115 window shades—Bidder 13, \$295.46; 28, \$311.50; 54, \$374.03; *105, \$284.05.

Class 44. Annapolis—Hempel quoins, proof rollers, rule cases, case rack, and cabinet with galley top—Bidder 9, \$40.43; 46, \$52.66; *56, \$37.33; 149, \$40.49.

SCHEDULE 305.—Bureau of Ordnance.

Class 51. Washington—300,000 lbs. manganese bronze—Bidder *5, \$22,375; 29, \$53,850; *144, \$22,375.

Class 52. Washington—500,000 lbs. refined copper—Bidder 104, \$94,750; 115, \$96,000; *163, \$93,750.

Class 53. Washington—10,000 lbs. Banca tin—Bidder *33, \$36,980; 115, \$38,125.

Class 54. Washington—372 lbs. gas check ring forgings—Bidder 23, \$279; 106, *\$279.

Class 55. Indian Head—One self-supporting wrought stack, two pieces steel tank plates, and one piece bar steel—Bidder 19, \$1,609.50; 22, \$2,376.15; 57, \$1,575.70; 66, \$1,535; *87, \$1,404.50; 96, \$2,134.81; 117, \$3,484; 131, \$1,834.25.

SCHEDULE 306.—Bureau of Construction and Repair.

Class 61. Norfolk—59,600 lbs. close-link cable chain—Bidder 83, \$5,054.08; 91, \$5,449.40; 103, \$5,898.80; 109, \$4,470; 112, informal, part of class; 116, \$4,897.13; *140, \$3,677.08.

Class 62. New York—3,000 composition spikes and 2,400 lbs. sheathing nails—Bidder *73, \$967.50; 33, \$972; 140, \$1,089; 161, \$972.

Class 63. New York—3,000 lbs. deck spikes—Bidder *65, \$149.79; 102, \$177; 123, \$153.

Class 64. New York—400 lbs. clinch rings and 400 lbs. driving rings—Bidder 33, \$71 and \$110; 101, \$57.20; *123, \$56; 140, \$57.60.

Class 65. Norfolk—25 Little Giant drills and 60 Boyer hammers—Bidder 37, \$4,945; 42, \$3,924.50 and \$3,524.50; 75, \$3,772.50 and \$4,470; 148, \$4,682.50; *42, \$3,774.50.

Class 66. New York—45,352 ft. yellow-pine planking—Bidder 50, \$3,401.40; *174, \$3,283.48.

Class 67. New York—20,000 ft. yellow-pine decking—Bidder 50, \$1,100; *174, \$1,078.

Class 68. Norfolk—300 spruce poles, 26 spruce spars, 460 lin. ft. spruce spars to average 46 ft. and 330 ft. spruce spars to average 66 ft.—Bidder *50, \$1,481.50; 79, \$1,791.60; 127, \$1,839; 155, \$1,883.85; 170, \$2,185.75; 175, \$5,002.60.

Class 69. Norfolk—One No. 1 standard combined sand mixer and sizer—Bidder 152, *\$569.84.

Class 70. Norfolk—One portable electric jib crane—Bidder 25, \$485; 36, \$900; 168, *\$445.

Class 71. Norfolk—One electric hoist—Bidder 36, \$900; 117, \$995; *159, \$343; 167, \$446.

Class 72.—Bidder 17, \$3,024; 33, \$3,024; 73, \$3,024; 104, \$3,024; *135, \$2,872.80; 161, \$3,024.

Class 73. New York—9,340 lbs. mild steel rod—Bidder 31, \$303.55; 38, \$200.81; 39, \$179.80; 91, \$186.80; 106, \$256.85; 123, \$186.80; 158, *\$185.56.

Class 74. New York—Six pump water-closets—Bidder 80, \$615.60; *175, \$480.

Class 75. Norfolk—300 pieces white enameled ware—Bidder 65, \$394.60; 80, \$560, *175, \$330.

SCHEDULE 307.—Bureau of Supplies and Accounts.

Class 81. Norfolk—200 doz. corn brooms—Bidder *4, \$560; 65, \$594; 88, \$568; 93, \$600; 103, \$768; 105, \$816.

Class 82. Norfolk—1,200 deck scrubbing brushes—Bidder 28, \$324; 68, \$276; *113, \$252; 125, \$270.

Class 83. Norfolk—25 doz. hand scrub brushes—Bidder 28, \$118.50; *53, \$109.25; 68, \$112.50; 103, \$111.

Class 84. Norfolk—80 doz. round paint brushes, 75 doz. flat paint brushes, 45 sash tool brushes, and 12 doz. counter duster brushes—Bidder 12, \$2,140.80; *141, \$2,014.65.

Class 85. New York—6,000 deck bolts and nuts and 400 carriage bolts and nuts—Bidder *140, \$237.20.

Class 86. Norfolk—500 shipping cans—Bidder 55, \$420; 72, \$374.50; *110, \$342.50; 133, \$370; 157, \$387.50.

Class 87. Norfolk—12 doz. drinking-water buckets—Bidder *93, \$180; 103, \$286.80; 140, \$336.

Class 88. Norfolk—100 doz. galvanized-iron buckets—Bidder 32, \$575; *76, \$475; 93, \$525; 103, \$534; 110, \$498; 133, \$400; 158, \$572; 162, \$509.97.

Class 89. Norfolk—11,500 lbs. steel wire nails—Bidder 32, \$261.05; *33, \$238.05; 102, \$264.50; 140, \$285.20; 167, \$253.

Class 90. Norfolk—150 doz. slim taper saw files, 50 doz. flat bastard files and 25 doz. mill saw files—Bidder 70, \$179.64; 102, *\$156.25; 133, \$165.90; 167, \$165.50.

Class 91. Norfolk—550 hack-saw blades—Bidder 46, \$353.50; 65, \$235.90; 70, \$199; 95, \$285; 101, \$238.40; *102, \$195; 103, \$265.50; 105, \$525; 129, \$197.50; 133, \$318.50; 143, \$180.50.

Class 92. Norfolk—670 gross brass wood screws—Bidder 58, \$417.45; 70, \$331; 133, \$316.87; 143, \$318.80; 154, \$319.15; *158, \$289.85.

Class 93. Norfolk—72 oilstones—Bidder 32, *\$86.32; 46, \$107.28; 58, \$95.76; 101, \$100.08; 102, \$97.20; 103, \$115.20; 122, \$108.33; 133, \$104.40.

Class 94. Norfolk—50 doz. brass squirt cans—Bidder 58, \$287.50; 65, \$246.50; *101, \$242.50; 102, \$247; 103, \$273; 140, \$252.50.

Class 95. Norfolk—252 machinists' hammers—Bidder 14, \$91.08; 58, \$91.80; 65, \$91.26; *70, \$82.80; 101, \$91.87; 102, \$86.76; 103, \$99.36; 133, \$96.48; 140, \$101.16.

Class 96. Norfolk—Six duplex lever punches—Bidder 58, \$180; 65, \$175.98; 101, \$176.70; *102, \$175.80; 103, \$204; 133, \$196.20.

Class 97. Norfolk—28 machinists' sets—Bidder *65, \$501.48; 70, \$547.60; 83, \$540; 101, \$533.70; 102, \$518; 133, \$570.36.

Class 98. Norfolk—12 doz. file brushes, 308 hose washers, 2 doz. oil syringes, 12 drilling posts, 6 copper pumps, 12 plumbers' turnaces, 6 grindstones, 6 doz. screw-drivers, 6 doz. wrenches, 48 soldering irons and 25 carpenters' rules—Bidder 58, \$436.76; *102, \$385.52; 103, \$452.82; 133, \$462.62.

Class 99. New York—24,000 ft. white ash—Bidder *2, \$1,512; 20, \$1,668; 50, \$1,656; 52, \$1,764; 67, \$1,696.80; 165, \$1,579.20; 170, \$1,608; 171, \$1,572; 174, \$1,521.60.

Class 100. New York—50,000 ft. white pine—Bidder 2, \$3,000; 50, \$2,250; 52, \$2,400; 67, \$2,355; *170, \$2,025; 171, \$2,100; 174, \$3,980.

Class 101. New York—8,000 ft. cherry—Bidder 50, \$1,050; 54, \$1,145; 67, \$1,089.60; 170, \$1,065; 171, \$960; *174, \$706.

Class 102. New York—40,000 ft. spruce—Bidder 2, \$1,700; 50, \$1,680; 171, \$1,830; 174, \$4,225.

Class 103. New York—20,000 ft. white cedar—Bidder 50, \$1,700; 69, \$2,500; *82, \$1,334.90; 174, \$1,900.

Class 104. Norfolk—50,000 lbs. ingot copper—Bidder 6, \$9,495; 33, \$9,870; *115, \$9,350; 163, \$9,375.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 105. Norfolk—100 tons pig tin—Bidder *14, \$1,879; 65, \$1,888.53; 83, \$1,925.

Class 106. Norfolk—63,000 lbs. bar iron—Bidder *109, \$2,375.

Class 107. Norfolk—10,000 lbs. galvanized sheet iron—Bidder 27, \$288; 33, \$274; 71, \$274.90; 83, \$269; 103, \$286; 104, \$275; 121, \$274; *151, \$263; 167, \$289.

Class 108. Norfolk—60,000 lbs. galvanized sheet steel—Bidder 27, \$1,980; 33, \$1,818; 70, \$1,860; 71, \$1,938; 83, \$1,860; 103, \$1,974; 104, \$1,860; 121, \$1,884.72; *151, \$1,743; 167, \$200.

Class 109. Norfolk—2,000 ft. upper-deck fire hose—Bidder *26, \$1,420; 62, \$1,580; 74, \$1,800; 121, \$1,467; 136, \$1,600; 168, \$1,730.

Class 110. Norfolk—900 lbs. flax packing—Bidder 59, \$225; 65, \$148.32; 74, \$270; 77, \$180; 101, \$156.24; 120, \$144; 129, \$162; 133, \$142.

Class 111. Newport—140 lbs. high-pressure square packing—Bidder 26, \$119; 59, \$185.22; 74, \$140; *77, \$63; 86, \$70; 120, \$84; 164, \$140.

Class 112. Newport—200 lbs. red sheet rubber—Bidder 26, \$90; 59, \$78.40; 62, \$90; 77, \$70; 86, \$79; 103, \$96; 120, \$120; 134, \$100; 164, \$90.

Class 113. Norfolk—5,000 galls. alcohol—Bidder *8, \$1,950; 21, \$2,100; 48, \$2,050; 157, \$2,175.

Class 114. Norfolk—10,000 lbs. orange gum shellac—Bidder 114, \$5,350; *142, \$5,240.

Class 115. Norfolk—2,000 galls. asphaltum varnish—Bidder 32, \$1,575; *34, \$1,195; 43, \$1,390; 47, \$1,725; 92, \$1,850; 99, \$1,585; 107, \$1,800; 130, \$1,620; 139, \$1,535; 156, \$1,890.

Class 116. Norfolk—1,000 lbs. vermilion—Bidder *47, \$140; 92, \$167.50; 107, \$195; 130, \$216.25.

Class 117. Norfolk—5,000 lbs. venetian red—Bidder 47, \$162.50; 92, \$210; 107, \$187.50; 130, \$195; 156, \$212.50; *157, \$162.

Class 118. Norfolk—50,000 lbs. red lead—Bidder 92, \$3,562.50; *130, \$3,307.50; 145, \$3,430; 146, \$3,395; 157, \$3,415; 166, \$3,410.

Class 119. Norfolk—100,000 lbs. white lead—Bidder 41, \$46,600; 145, \$7,105; 157, \$6,840; 166, \$6,870.

Class 120. Norfolk—50,000 lbs. white zinc—Bidder 47, \$4,000; 92, \$3,795; 107, \$2,970 and *\$3,470; 156, \$3,250.

Class 121. Norfolk—5,000 galls. mineral oil—Bidder 55, \$373.12; 153, \$900; 162, \$1,260; 173, \$1,187.50.

Class 122. Norfolk—2,000 galls. sperm oil—Bidder 43, \$1,379; 55, \$1,480; 97, \$1,490; 157, \$1,520; 172, \$1,425; 173, \$1,580.

Class 123. Norfolk—5,000 galls. boiled linseed oil—Bidder 11, \$1,575; 43, \$1,542; 55, \$1,544.10; *145, \$1,455; 157, \$1,587.

Class 124. Norfolk—10,000 galls. raw linseed oil in 5-gal. cans—Bidder 11, \$5,050; 55, \$5,047; *145, \$4,750; 157, \$5,100.

Class 125. Norfolk—5,000 galls. lard oil—Bidder 1, \$3,587.50; 43, \$3,700; 55, \$3,843.75; 97, \$4,000; 111, \$3,708; 132, \$3,742.50; *138, \$3,587.50; 157, \$3,850.

Class 126. Norfolk—3,000 galls. linseed oil—Bidder 43, \$1,140; 55, \$780; 94, \$1,230; 119, \$840; *153, \$464.70; 162, \$1,228.50; 173, \$1,590.

Class 127. Norfolk—10,000 galls. lubricating oil for marine machinery—Canceled.

Class 128. Norfolk—10,000 galls. turpentine—Bidder 55, \$7,898; 150, \$9,450; *153, \$7,772.

Class 129. Norfolk—1,000 lbs. borax—Bidder *48, \$80; 64, \$92.50; 72, \$86.20; 98, \$92; 105, \$102; 157, \$85.80.

Class 130. Norfolk—100 lbs. gum camphor—Bidder *48, \$89; 64, \$98.50; 72, \$104.90; 157, \$90.90.

Class 131. Norfolk—12,450 lbs. seamless drawn-brass pipe—Bidder 15, \$2,755.95; 17, \$2,666.17; *135, \$2,638.65.

Class 132. Norfolk—18 doz. angle valves, 45 doz. brass globe valves—Bidder 65, \$659.40; 70, \$678; 74, \$667.65; 80, \$1,491; 86, \$670.20; *101, \$654.25; 121, \$676.79; 129, informal, part of class; 137, \$679.40; 167, \$680.38.

Class 133. Norfolk—150 doz. rough brass elbows and 118 doz. rough brass unions—Bidder 74, \$774.33; 80, \$653.70; 103, \$708.58; 121, \$638.92; 126, \$730.53; 137, \$641.08; 167, \$709.10.

Class 134. Norfolk—400 doz. lead pencils—Bidder 7, \$344; 28, \$148; 32, \$154.40; 46, \$159.60; *122, \$132.

Class 135. Norfolk—300 gross steel pens—Bidder 7, \$117.50; *28, \$117; 46, \$145; 54, \$122; 105, \$147; 122, \$138.

Class 136. Norfolk—500 doz. memorandum pads—Bidder 7, \$587; 28, \$498; 122, \$489; 160, \$539; *162, \$466.80.

Class 137. Norfolk—Writing paper, etc.—Bidder 7, \$406; 122, \$379; 160, \$354.25; *162, \$349.88.

Class 138. Norfolk—10 rms. white blotting paper—Bidder *7, \$66; 28, \$112; 122, \$117.20.

Class 139. Norfolk—Linen typewriter paper—Bidder *7, \$786; 122, \$825; 160, \$901; 162, \$797.72.

Class 140. Norfolk—Paper fasteners, thumb tacks, library paste, typewriter oil, etc.—Bidder *7, \$113.20; 28, \$134.95; 122, \$141.08; 160, \$124.25.

Class 141. Norfolk—24 doz. cocoa door mats—Bidder 13, \$408; 28, \$424.56; 32, \$440.40; 65, \$398.76; *100, \$388.80.

Class 142. Norfolk—1,488 bath brick—Bidder 32, \$44.64; 64, \$48.36; *72, \$44.19; 103, \$44.64; 157, \$44.34.

Class 143. Norfolk—50 doz. water gage glasses—Bidder 74, \$44.50; *101, \$30.25; 122, \$343.20; 133, \$62.50.

Class 144. Norfolk—10,000 cakes laundry soap—Bidder 18, \$340; *51, \$330; 103, \$417; 122, \$378; 162, \$400.

Class 145. Norfolk—50 rms. emery cloth and 20 rms. garnet sandpaper—Bidder 10, \$528.50; 14, \$543; 32, \$532.75; 45, \$528.00; 65, \$498.45; 70, \$497; *81, \$474.50; 101, \$489.50; 133, \$575.10; 151, \$541.80; 162, \$525.20.

Class 146. Norfolk—1,000 tin boxes safety matches—Bidder 103, \$79.80; 122, \$103.01; *157, \$79.

Class 147. Norfolk—3,000 lbs. candles—Bidder *72, \$332.70; 103, \$372; 105, \$465; 128, \$351; 162, \$344.70.

OPENED JANUARY 23, 1906.

Bidder 1. Asbestos and Magnesia Manufacturing Co., Land Title building, Philadelphia, Pa.

2. Atlas Portland Cement Co., 30 Broad street, New York.

3. Alpha Portland Cement Co., Easton, Pa.

4. American Supply Co., Mobile, Ala.

5. American Steam Gauge and Valve Manufacturing Co., 208 Camden street, Boston, Mass.

6. Arnold, Constable & Co., 881 Broadway, New York.

7. Anchor Lamp Co., 258 Broadway, New York.

8. Isaac Benesch & Sons, 549 N. Gay street, Baltimore, Md.

9. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.

10. Walter F. Bradley Co., 9th street below Girard avenue, Philadelphia, Pa.

11. Boston Belting Co., 256 Devonshire street, Boston, Mass.

12. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

13. A. G. Belden & Co., 140 Maiden lane, New York.

14. Buffalo Forge Co., 490 Broadway, New York.

15. Brown & Sharpe Manufacturing Co., Providence, R. I.

16. Buckeye Iron and Brass Works, Dayton, Ohio.

17. Arthur Burroughs, 11 Broadway, New York.

18. W. H. Best American Caloric Co., 11 Broadway, New York.

19. Bridgeport Brass Co., 253 Broadway, New York.

20. F. S. Banks & Co., 90 Wall street, New York.

21. Century Electric Corporation, 28 2d street, San Francisco, Cal.

22. Clark, Davenport & Co., Washington, D. C.

23. E. Bradley Currier Co., 119 W. 23d street, New York.

24. Carpenter Steel Co., Reading, Pa.

25. George E. Crawley & Son, 3 Somerset street, Boston, Mass.

26. Crucible Steel Co. of America, Pittsburg, Pa.

27. Clement, Restein & Co., 137 N. 2d street, Philadelphia, Pa.

28. Commercial Electrical Supply Co., St. Louis, Mo.

*Accepted.

Schedule of proposals for naval supplies—Continued.

29. Columbia Incandescent Lamp Co., St. Louis, Mo.
30. Crouse-Tremaine Carbon Co., Fostoria, Ohio.
31. Crew-Levick Co., 113 Arch street, Philadelphia, Pa.
32. Philip Carey Manufacturing Co., 114 Liberty street, New York.
33. Wm. Wirt Clarke & Son, Baltimore, Md.
34. John B. Dauchy, 116 Broad street, New York.
35. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.
36. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
37. Drew Machinery Agency, Manchester, N. H.
38. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
39. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
40. Electric Appliance Co., 134 Jackson boulevard, Chicago, Ill.
41. Fitz, Dana & Co., 110 North street, Philadelphia, Pa.
42. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
43. Fairbanks Co., 416 Broome street, New York.
44. Charles J. Ferrin, Jr., 155 Reade street, New York.
45. Franklin Electric Manufacturing Co., Hartford, Conn.
46. Fiske Bros. Refining Co., 15 Old Slip, New York.
47. R. W. Geldart, 2 Stone street, New York.
48. Wm. Geiger, 97 Warren street, New York.
49. Gregg Co., Ltd., Newburgh, N. Y.
50. Arthur Gamwell, Seattle, Wash.
51. H. C. Gable, Lebanon, Pa.
52. General Electric Co., Schenectady, N. Y.
53. Richard H. Grey, 123 California street, San Francisco, Cal.
54. General Fireproofing Co., New Orleans, La., informal, no guarantee.
55. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
56. Hadwin Houghton, 117 Fulton street, New York.
57. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
58. A. L. Hirsh, 368 Greenwich street, New York.
59. Holbrook Bros., 85 Beekman street, New York; informal, no guaranty.
60. Hutchinson Cement Co., 35 South William street, New York.
61. R. C. Hoffman & Co., Baltimore, Md.
62. F. W. Hannaha, 866 Broad street, Newark, N. J.
63. A. W. Harris Oil Co., Providence, R. I.
64. Howden Tile Co., 41 W. 24th street, New York.
65. Handlan-Buck Manufacturing Co., St. Louis, Mo.
66. C. G. Hussey & Co., Pittsburg, Pa.
67. Hoshor-Platt Co., 120 Liberty street, New York.
68. Hudson Portland Cement Co., 161 Devonshire street, Boston, Mass.
69. Independent Incandescent Lamp Co., St. Louis, Mo.
70. Jenkins Manufacturing Co., 13 Park Row, New York.
71. H. W. Johns-Manville Co., 100 William street, New York.
72. Lewis H. Jones, Detroit, Mich.
73. Jenkins Bros., 71 John street, New York.
74. E. F. Keating Co., 453 Water street, New York.
75. Knickerbocker Lime Co., 366 N. 24th street, Philadelphia, Pa.
76. J. B. Kendall, Washington, D. C.
77. Kensley & Mattison Co., Ambler, Pa.
78. Kieley & Mueller, 34 W. 13th street, New York; informal.
79. John Lucas & Co., 322 Race street, Philadelphia, Pa.
80. J. H. Leonard & Co., 15 Park Row, New York.
81. Lumley-Dodson Co., Norfolk, Va.
82. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
83. Montgomery & Co., 105 Fulton street, New York.
84. Monad Engineering Co., 147 Cedar street, New York.
85. Manning, Maxwell & Moore, 85 Liberty street, New York.
86. W. B. Moses & Sons, Washington, D. C.
87. Manhattan Electrical Supply Co., 32 Cortlandt street, New York.
88. Charles F. Matilage, 335 Greenwich street, New York.
89. James E. Morris & Co., 153 Chambers street, New York.
90. J. C. Martin & Co., 177 New Montgomery street, San Francisco, Cal.
91. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
92. Meurer Bros. Co., 575 Flushing avenue, Brooklyn, N. Y.
93. R. H. Macy & Co., Broadway and 34th street, New York.
94. Metal Stamping Co., 468 W. Broadway, New York.
95. Manhattan Supply Co., 127 Franklin street, New York.
96. New York Belting and Packing Co., 91 Chambers street, New York.
97. National Electrical Supply Co., Washington, D. C.
98. New Jersey Foundry and Machine Co., 9 Murray street, New York.
99. Edward F. Niehaus Co., 570 Brannan street, San Francisco, Cal.
100. New York Boat Oar Co., 69 West street, New York.
101. Northern Electrical Manufacturing Co., Madison, Wis.
102. Nicolette Lumber Co., Nicolette, W. Va.
103. National Carbon Co., Cleveland, Ohio.
104. New York Woven Wire Mattress Co., 225 W. 28th street, New York.
105. North Penn Iron Co., 3d and Vanango streets, Philadelphia, Pa.
106. S. Obermayer Co., Cincinnati, Ohio.
107. Pittsburg Plate Glass Co., 221 W. Pratt street, Baltimore, Md.
108. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
109. Pedrick & Smith, Germantown, Philadelphia, Pa.
110. S. M. Price Machinery Co., Norfolk, Va.
111. Philadelphia Specialty Co., The Bourse, Philadelphia, Pa.
112. Pratt & Whitney Co., Hartford, Conn.
113. Pettingell & Andrews Co., 160 Pearl street, Boston, Mass.
114. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
115. Thomas R. Riley, Washington, D. C.
116. Richards & Co., Inc., 200 Causeway street, Boston, Mass.
117. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
118. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
119. H. A. Rogers Co., 19 John street, New York.
120. Rudolph & West Co., Washington, D. C.
121. Rome Brass & Copper Co., Rome, N. Y.
122. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
123. Thomas W. Smith, Washington, D. C.
124. Sheet Metal Manufacturing Co., Niles, Ohio.
125. Standard Oil Co., Baltimore, Md.
126. Thomas Somerville & Sons, Washington, D. C.
127. Charles F. Stone, Jr., 105 Hudson street, New York.
128. George C. Thomas, 26 Cortlandt street, New York.
129. Edward A. Temple, 100 William street, New York.
130. Walter B. Timms, 61 Hudson street, New York.

Schedule of proposals for naval supplies—Continued.

131. Taunton-New Bedford Copper Co., New Bedford, Conn.
 132. Vulcan Crucible Steel Co., Alliquippa, Pa.
 133. Vermilye & Power, 17 Battery street, New York.
 134. Valvoline Oil Co., 4001 N. 5th street, Philadelphia, Pa.
 135. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 136. Woodward, Wight & Co., Ltd., New Orleans, La.
 137. Ernst Wiener Co., 66 Broad street, New York.
 138. Western Electric Co., 463 West street, New York.
 139. Waldo Bros., 102 Milk street, Boston, Mass.
 140. John Wanamaker, Broadway and 10th street, New York.
 141. Benedict & Burnham Manufacturing Co., 37 Park place, New York.
 142. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
 143. F. Codman Ford, 306 Baronne street, New Orleans, La.; informal, no guarantee.
 144. Penn Metal Ceiling and Roofing Co., 550 Atlantic avenue, Boston, Mass.
 145. Interstate Electric Co., New Orleans, La.
 146. Boston Belting Co., 256 Devonshire street, Boston, Mass.

SCHEDULE 300.—Construction and Repair.

- Class 1. Mare Island—3,500 ft. iron enameled conduit, 350 ft. conduit couplings, 350 outlet bushings and 200 ft. flexible malleable conduits—Bidder 21, \$419.47; *138, \$386.
 Class 2. Mare Island—2 motor drive outfits—Bidder *101, \$1,362.
 Class 3. Mare Island—1 portable oil burner—Bidder 18, \$94; *37, \$250; 90, \$310; 106, \$195; 111, \$146.
 Class 4. Puget Sound—2,020 ft. white-oak for shaft logs for steam cutters—Bidder 38, \$453.50; *50, \$270.68; 99, \$282.80; 102, \$1,010; 142, \$363.60.
 Class 5. Mare Island—10,313 ft. island teak—Bidder 50, \$2,462.60; *99, \$1,397.86.
 Class 6. Mare Island—6,440 ft. spotted gum—Bidder 50, \$1,252.40; *99, \$483.
 Class 7. Mare Island—10,000 ft. tallow wood—Bidder 50, \$1,800; *99, \$730.

SCHEDULE 301.—Steam Engineering.

- Class 11. Mare Island—3,500 hexagon nuts—Bidder 35, \$89.60; 53, \$112.50; *85, \$76.30; 114, \$96.
 Class 12. Mare Island—6 Little Giant chucks—Bidder 33, \$35.25; 35, \$34.08; 37, \$43.50; 53, \$45; *65, \$37.75; 85, \$35.40; 114, \$37.50.
 Class 13. Mare Island—5 Cushman chucks—Bidder 33, \$89.70; 35, \$114.10; 37, \$154 and \$119; 53, \$135; *65, \$98; 114, \$117.10.
 Class 14. Mare Island—8 western triplex blocks—Bidder 33, \$290; 35, \$256; 53, \$218; 65, \$283.60; 76, \$256; 85, \$240; 95, \$223.60; 118, \$256; *133, \$198.
 Class 15. Mare Island—Polishing wheels, carborundum wheels, carborundum sticks, drop forged steel clamps, drop forged wrenches, iron screws, set screws, lathe dogs and piano wire—Bidder *35, \$120.96; 53, \$152.04; 95, \$167.94; 114, \$157.30.
 Class 16. Mare Island—384 lbs. tool steel—Bidder 24, \$249.60; 26, \$268.80; *53, \$228.48; 132, \$288.
 Class 17. Mare Island—10 670 lbs. cold die rolled steel—Bidder 24, \$1 600.50; 26, \$490.80; 35, \$704.22; 53, \$733.56; *76, \$453.47; 129, \$586.85.

SCHEDULE 309.—Yards and Docks.

- Class 31. Pensacola—1,000 carbons—Bidder *30, \$23; 40, \$38; 97, \$32.50; 103, \$27.50; 113, \$28.50; 138, \$31; 145, \$38.
 Class 32. Pensacola—1,500 incandescent lamps, 16-candlepower—Bidder *7, \$165; 28, \$225; 29, \$255; 40, \$255; 45, \$225; 48, \$225; 52, \$255; 69, \$225; 77,

\$410.84; 87, \$225; 97, \$225; 113, \$225; 138, 225; 145, \$255.33.

Class 33. Pensacola—500 yds. lamp cord, 1,000 ft. conductor wire, and 1,000 ft. mining cable—Bidder 28, \$106; *40, \$70.50; 52, \$112.50; 97, \$111; 138, \$111.25; 145, \$295.

Class 34. Pensacola—Miscellaneous electrical supplies, including carbon holders, flexible conduit, cut-outs, opalescent inner globes, basket guards, porcelain insulators, molding and capping duplex pins, malleable iron pins, attachment plugs, receptacles, reflectors, sockets, plugs, switches, shade holders, tubes, etc.—Bidder *28, \$249.54; 40, \$297.67; 97, \$325.94; 113, \$267.27; 138, \$275.02; 145, \$278.86.

Class 35. Pensacola—50 spacing bolts, 1 hot blast furnace, 25 lbs. wire solder, 1 lb. soldering paste, 3 prs. Kline pliers, and 1 combination torch—Bidder *28, \$22.70; 40, \$25.45; 97, \$32.65; 145, \$30.50.

Class 36. New Orleans—64 iron bolts, 30 bolts and 40 lbs. steel wire—Bidder *118, \$44.29.

Class 37. New Orleans—1,070 lbs. steel or iron plates—Bidder *84, \$39.59; 128, \$49.58.

Class 38. New Orleans—370 lbs. channels and 600 lbs. structural material—Bidder 84, \$68.49; *128, \$54.49.

Class 39. New Orleans—45 corrugated bars—Bidder *84, \$39.76.

Class 40. New Orleans—2,200 sq. ft. standard expanded metal—Bidder 20, \$82.50 and \$88; *33, \$72.60.

Class 41. New Orleans—Soil pipe, cast-iron long sweep pipe, iron pipe—Bidder 74, \$90.20.

SCHEDULE 310.—Equipment and Construction and Repair.

Class 51. Pensacola—1 doz. French scraping knives, 1 doz. putty knives, and 6 automatic paint burners—Bidder 83, \$42.65; 95, \$46.20; 106, \$190.80; 111, informal, part of class; 118, \$39.60; *136, \$22.75.

Class 52. Key West—5 roller tube expanders—Bidder 20, \$49.50; 37, \$17.70; 74, \$48; 76, \$45.10; 80, \$26.29; 83, \$21.60; 85, \$67.45; *95, \$13.48; 111, \$66; 118, \$78.55.

Class 53. Pensacola—4 steel side dump cars for coal of 50 cubic ft. capacity—Bidder *49, \$320; 67, \$540; 84, \$448; 85, \$384; 98, \$388; 105, \$428; 128, \$413.96; 137, \$320.

SCHEDULE 311.—Steam Engineering.

Class 61. Pensacola—400 lbs. medium and soft sheet rubber—Bidder 4, \$328; 11, \$440; *20, \$219.92; 48, \$228; 65, \$260; 97, \$232; 146, \$480.

Class 62. Pensacola—Section steam pipe covering and sectional covering for pipe fittings—Bidder 1, \$416.77; 4, \$461.35; *32, \$400.93; 71, \$405.03.

Class 63. Pensacola—4,200 lbs. brass pipe—Bidder 4, \$926; 19, \$879.70; *72, \$879.70; 141, \$909.20.

Class 64. Pensacola—450 return bends, 60 elbows, 60 unions and a miscellaneous quantity of brass fittings—Bidder 4, \$513.70; 55, \$476.52; 70, \$452; *95, \$447.90; 136, \$659.70.

Class 65. Pensacola—A quantity of angle globe and check valves—Bidder 4, informal, *70, \$3,898.34; 74, \$15,704; 82, \$15,666.

Class 66. Pensacola—117 radiator valves—Bidder 65, \$122.75; 70, \$143.65; 74, \$143; *95, \$122.75.

Class 67. Pensacola—8 steam gages and 2 vacuum gages—Bidder 4, \$73.20; 5, \$76.60; 74, \$65; 85, \$55.28; 95, \$55.20; 118, \$59.10; 119, \$52; *136, \$47.84.

Class 68. Pensacola—12 steam traps—Bidder 55, \$977.90; *74, \$720; 82, \$1 160; 85, \$862.10.

SCHEDULE 313.—Bureau of Yards and Docks.

Class 71. Norfolk—1,500 ft. No. 0000 B. & S. waterproof wire—Bidder 28, \$260; *52, \$236.25; 81, \$243; 97, \$258; 138, \$255.

Class 72. Norfolk—200 ft. steel conduit, 12 outlet boxes, 25 bushings, 25 lock nuts, 500 insulators, and a miscellaneous quantity of electrical sup-

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

plies—Bidder 28, \$178.10; *81, \$170.99; 97, \$192.57; 138, \$208.03.

Class 73. Washington—2 Trimo pipe cutters, 6 Stillson wrenches, 1 chain wrench, and 600 lbs. wire nails—Bidder 65, \$30.50; 74, \$42; 83, \$31.40; 85, \$31.12; *126, \$26.79.

Class 74. Washington—8,000 ft. Georgia yellow pine flooring—Bidder *115, \$855; 123, \$1,800 and \$1,008; 142, \$900.

Class 75. Portsmouth—Pipe covering—Bidder 1, \$352.86; *71, \$329.46.

†Class 76. Washington—750 gals. linseed oil—Bidder 13, \$345; 31, \$119.25; 46, \$217.50; 63, \$191.25, \$337.50, and \$315; 125, \$199.88; 134, \$562.50.

Class 77. Washington—1,250 gals. lubricating oil—Bidder 13, \$437.50 and \$312.50; 31, \$330; 34, \$368.75; 46, \$437.50; 63, \$270.88 and \$275; *125, \$97.43; 134, \$312.50.

Class 78. Washington—A quantity of black pipe and fittings—Bidder 74, \$149.56; *126, \$114.49.

Class 79. Washington—Jenkins Bros. radiator and globe valves—Bidder 16, \$204.30; 65, \$245.10; 70, \$261.86; 73, \$220.20; 74, \$264; 83, \$226.44; 85, \$214.98; 95, \$244.80; 97, \$243.30; *117, \$212.28; 126, \$216.18.

SCHEDULE 314.—Bureaus of Equipment and Navigation.

Class 81. Norfolk—10 pieces glass—Bidder 36, \$49; 58, \$48.40; 80, \$52.80; 95, \$44; *107, \$40.50.

Class 82. Annapolis—13 carpets and 4 stair carpets—Bidder 6, \$630.68; 8, \$582.70; 22, *\$565.60; 86, \$603.

SCHEDULE 315.—Bureau of Construction and Repair.

Class 91. Portsmouth—200 bbls. Portland cement—Bidder 3, \$380 and \$326; 33, \$280; 39, \$382; \$332, and \$327; 60, \$426 and \$376; *68, \$274; 108, \$376; 139, \$342.

Class 92. Portsmouth—75 cu. yds. building cement—No bids.

Class 93. Boston—50 cu. yds. building sand—No bids.

Class 94. Boston—50 tons broken stone—No bids.

Class 95. Boston—1 200 sq. ft. ceramic tiling—Bidder 9, \$720; 23, \$348; 25, \$316.50; 33, \$324; *39, \$348; 64, \$336; 80, \$315.60; 95, \$352.80.

Class 96. Boston—1 800 sq. yds. linoleum—Bidder 86, \$1,710; 93, \$1,944; *95, \$1,690.20; 121, \$1,800; 140, \$1,890.

Class 97. New York—200 sets links and springs—Bidder 95, \$168; *104, \$150; 140, \$170.

Class 98. Portsmouth—425 lbs. nuts—Bidder 65, \$35.27; *85, \$34.85.

Class 99. Boston—5 000 round-head stove bolts—Bidder *42, \$7.50; 85, \$9.50; 95, \$10; 129, \$12.50.

Class 100. Portsmouth—20 doz. hooks—Bidder 42, \$25; 47, \$26.80; 83, \$27.80; 94, \$35; *95, \$23.80; 118, \$28.80.

Class 101. New York—15 doz. bridge reamers and 150 doz. countersinks—Bidder 65, informal, part of class; 112, \$795; 119, \$595.35; *120, \$595.35.

Class 102. League Island—2 sets reamers—Bidder *109, \$290.

Class 103. League Island—15 doz. twist drills and a quantity of machinists' taps—Bidder 20, \$244.57; *42, \$152.54; 43, \$225.65; 47, \$191.87; 65, \$226.92; 83, \$183.35; 85, \$167.28; 95, \$282.28; 111, informal, part of class; 119, \$246.89; 120, \$256.25.

Class 104. New York—100 twist drills—Bidder 47, \$73.90; 65, \$72; 80, \$72; *83, \$70; 85, \$72; 95, \$73; 111, \$73; 119, \$72; 120, \$72.

Class 105. New York—2 wheelbarrows and 2 hand push carts—Bidder 83, \$67; 85, *\$62.94; 95, \$69.40.

Class 106. League Island—A quantity of saws formed for slitting copper—Bidder 12, \$190.35; 15, \$242.40; 43, \$66.96; 47, \$252.40; *65, \$76.83; 83, \$230.40; 85, \$242.40; 111, \$345.15.

Class 107. League Island—36 milling cutters—Bidder 12, \$74.80; 15, \$81.15; 37, \$82.50; *43, \$69.13;

47, \$83.01; 65, \$76.21; 83, \$80.93; 85, \$80.93; 95, \$97.55; 111, \$83.97; 112, \$78.25; 119, \$75.96; 120, \$74.45.

Class 108. League Island—1 blacksmith forge and 1 rivet forge—Bidder 14, \$53.50; 42, \$65; 43, \$57; 47, \$47.74; *83, 45.50; 85, \$53.50.

Class 109. League Island—3 hydraulic jacks—Bidder 20, \$132.22; 33, \$135; 43, \$135.50; 47, \$131.50; *65, \$116; 76, \$133.35; 83, \$133; 85, \$132.81; 95, \$143.20; 110, \$141; 111, \$136.50; 118, \$129.01; 119, \$131.53.

Class 110. League Island—A quantity of brass and steel bolts, nuts, rivets, etc.—Bidder 15, informal, part of class; 42, \$592.85; 43, \$623.43; *83, \$566.26; 118, \$883.79.

Class 111. Portsmouth—9 750 lbs. brazer's sheet copper—Bidder 19, \$2,130.38; 26, \$2,130.38; 37, \$2,427.75; 41, \$2,130.38; 57, \$2,125.50; 66, \$2,115.75; 72, \$2,130.38; 91, \$2,150.38; 92, \$2,145; *116, \$2,096.25; 121, \$2,145; 131, \$2,125.50.

Class 112. Portsmouth—1,000 lbs. round steel—Bidder *26, \$50; 51, \$95; 129, \$64.

Class 113. Boston—39,277 lbs. sheet steel—Bidder 41, \$1,374; *61, \$889.44; 76, \$1,009.41; 92, \$931.93; 129, \$903.37; 144, \$939.79.

Class 114. Boston—36,413 lbs. corrugated galvanized sheet steel—Bidder 41, \$1,274.45; 61, \$1,125.16; 76, \$1,147; 91, \$1,128.80; 92, \$1,183.42; 95, \$1,128.80; *124, \$1,088.75; 144, \$1,092.39.

Class 115. League Island—Sheet brass, brass rod, copper rod, Tobin bronze, bar iron, etc.—Bidder *42, \$128.84; 118, \$141.31.

Class 116. League Island—100 lbs. strip rubber, 10 lbs. asbestos packing, and 15 lbs. rubber packing—Bidder *27, \$111.60; 96, \$156; 135, \$130.50; 146, \$151.

Class 117. League Island—Painters' material—Bidder 56, \$68.25; 58, \$127.25; *79, \$60.28.

Class 118. League Island—2 cocks, 4 couplings, glass gages, rubber plugs, gate valves, washers, tubing, etc.—Bidder 43, \$146.02; 74, \$165.40; 82, \$174.21; *95, \$133.19.

Class 119. League Island—White ash oars—Bidder *100, \$63.24.

Class 120. Boston—6,300 ft. compressed cork for insulating purposes—Bidder 33, \$778.68; *127, \$724.50.

SCHEDULE 316.—Bureaus of Steam Engineering and Supplies and Accounts.

Class 121. League Island—1,500,000 lbs. Portland cement—Bidder 2, \$5,430; *3, \$5,368.35; 10, \$7,144.74 and \$6,947.36; 33, \$6,750; 75, \$7,500.

Class 122. Boston—47,027 lbs. condenser tubes—Bidder *19, \$12,955.93; 57, \$13,543.77; 141, \$13,261.61.

Class 123. New York—500,000 lbs. green coffee—Bidder *17, \$47,150; 62, \$47,890; 130, \$48,200.

†Class 124. New York—40,000 gals. beans—Bidder 44, \$10,072; 88, \$9,048; 89,

OPENED JANUARY 30, 1906.

Bidder 1. American Lumber and Manufacturing Co., Pittsburg, Pa.

2. American Type Founders Co., 606 Sansom street, Philadelphia, Pa.

3. Baldwin Steel Co., 107 John street, New York.

4. F. S. Banks & Co., 90 Wall street, New York.

5. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

6. Boston Belting Co., 256 Devonshire street, Boston, Mass.

7. R. P. Clarke Co., Washington, D. C.

8. George E. Crawley & Son, 3 Somerset street, Boston, Mass.

9. Carpenter Steel Co., Reading, Pa.

10. W. E. Clark & Co., 120 Milk street, Boston, Mass.

11. James Clendenin, P. O. box 1002, Baltimore, Md.

12. E. Bradley Currier Co., 119 W. 23d street, New York.

13. C. & C. Electric Co., 149 Broadway, New York.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

14. S. H. Calkins Co., 305 North Green street, Baltimore, Md.
15. Wm. Wirt Clarke & Son, Baltimore, Md.
16. Carnegie Steel Co., Pittsburg, Pa.
17. Crucible Steel Co. of America, Pittsburg, Pa.
18. Conant Bros. Co., 16 Elm street, Boston, Mass.
19. George Damon & Sons, 44 Beekman street, New York.
20. J. H. Day Co., 1144 Harrison avenue, Cincinnati, Ohio.
21. Drew Machinery Agency, Manchester, N. H.
22. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
23. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
24. Dorchester Pottery Works, Dorchester, Mass.; informal, no guarantee.
25. Electro Dynamic Co., Bayonne, N. J.
26. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
27. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
28. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
29. Fiske & Co., Inc., Boston, Mass.
30. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
31. Flitz, Dana & Co., 110 North street, Boston, Mass.
32. Henry Frank, 40 Spruce street, New York.
33. R. Farland & Sons Co., 160 Portland street, Boston, Mass.
34. J. H. Fowkes Co., 77 Washington street, Boston, Mass.
35. Wm. Geiger, 97 Warren street, New York.
36. John Greig, 281 W. 11th street, New York.
37. R. W. Geldart, 2 Stone street, New York.
38. Garlock Packing Co., 136 Liberty street, New York.
39. General Electric Co., Schenectady, N. Y.
40. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
41. Getz Bros. & Co., Inc., 121 Davis street, San Francisco, Cal.
42. R. C. Hoffman & Co., Baltimore, Md.
43. A. L. Hirsch, 368 Greenwich street, New York.
44. F. W. Hannahs, 806 Broad street, Newark, N. J.
45. U. T. Hunerford Brass and Copper Co., 497 Pearl street, New York.
46. Malcolm W. Hill Co., Washington, D. C.
47. Handlan-Buck Manufacturing Co., St. Louis, Mo.
48. T. P. Howell & Co., Newark, N. J.
49. John Merrick Horn, Wilmington, Del.
50. Holtzer-Cabot Electric Co., Brookline, Mass.
51. Houghton & Richard, 150 Oliver street, Boston, Mass. No bid.
52. Jenkins Manufacturing Co., 13 Park Row, New York.
53. Kilbourne & Jacobs Manufacturing Co., Columbus, Ohio.
54. George W. Knowlton, 88 Broad street, Boston, Mass.
55. Knickerbocker Lime Co., 366 N. 4th street, Philadelphia, Pa.
56. Theo. Linington, jr., 56 Hudson street, New York.
57. J. H. Leonard & Co., 15 Park Row, New York.
58. John Lucas & Co., 322 Race street, Philadelphia, Pa.
59. Francis H. Leggett & Co., 128 Franklin street, New York.
60. Charles F. Matilage, 335 Greenwich street, New York.
61. McCay Engineering Co., 9 E. Lexington street, Baltimore, Md.
62. Montgomery & Co., 105 Fulton street, New York.
63. Manhattan Supply Co., 127 Franklin street, New York.
64. W. B. Moses & Sons, Washington, D. C.
65. R. H. Macy & Co., Broadway and 34th street, New York.
66. Manning, Maxwell & Moore, 85 Liberty street, New York.
67. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
68. J. L. Mott Iron Works, 90 Beekman street, New York.
69. Northern Electrical Manufacturing Co., Madison, Wis.
70. National Electrical Supply Co., Washington, D. C.
71. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
72. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
73. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
74. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.
75. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
76. Royce & Ricketts, Washington, D. C.
77. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
78. Rudolph & West Co., Washington, D. C.
79. Republic Rubber Co., 47 Warren street, New York.
80. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
81. Rome Brass and Copper Co., Rome, N. Y.
82. Richardson & Ross Quarry Co., Betz Building, Philadelphia, Pa.
83. Charles Ross & Sons Co., 148 Classon avenue, Brooklyn, N. Y.
84. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
85. Osgood Sayen, 518 Arcade Building, Philadelphia, Pa.
86. Wm. M. Shuehan & Co., 136 Liberty street, New York.
87. Wm. H. Smith, 9 Park street, Boston, Mass.
88. Sheet Metal Manufacturing Co., Niles, Ohio.
89. Stearns & Waterman, 1 Washington street, Boston, Mass.
90. Sprague Electric Co., 529 W. 34th street, New York.
91. Walter B. Timms, 61 Hudson street, New York.
92. Edward A. Temple, 100 Willam street, New York.
93. Sidney Thursby, 73 Hudson street, New York.
94. Theo. C. Ulmer, Richmond street and E. Columbia avenue, Philadelphia, Pa.
95. Universal Supply Co., 290 Broadway, New York.
96. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
97. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
98. W. A. Wood Co., 373 Atlantic avenue, Boston, Mass.
99. Watson-Flagg Engineering Co., 27 Thames street, New York.
100. Western Electric Co., 463 West street, New York.
101. F. Wesel Manufacturing Co., 70 Cranberry street, Brooklyn, N. Y.
102. Waldo Bros., 102 Milk street, Boston, Mass.
103. Frank L. Young & Kimball, 111 Purchase street, Boston, Mass.
104. Boston Steam Specialty Co., 168 Congress street, Boston, Mass.
105. Arthur Gamwell, Seattle, Wash.

SCHEDULE 312.—*Supplies and Accounts.*

Class 1. New York—100 000 lbs. canned salmon—Bidder 41, \$8,690; 44, \$8,360; 56, *\$8,166.70; 59, \$8,230; 60, \$8,330; 77, \$8,239; 91, \$8,176; 93, \$8,270; 105, \$8,720.

SCHEDULE 321.—*Medicine and Surgery.*

Class 11. Washington—For furnishing and installing electrical apparatus at the power house

*Accepted.

Schedule of proposals for naval supplies—Continued.

of the U. S. naval hospital—Bidder 46, \$4,395; 61, \$4,645; 70, \$3,959; 86, \$3,929; 99, \$4,600; 100, \$5,647.

SCHEDULE 322.—Equipment.

Class 21. League Island—900 short tons broken stone—Bidder 5, \$1,476; 49, \$1,125; 55, \$1,125; 82, \$1,125.

Class 22. Boston—40,000 fire brick—Bidder 15, \$561; 29, \$570 and \$500a; 73, \$700 and \$640a; 76, \$515a; 102, \$690 and \$640a.

Class 23. New York—2 electric heaters and 2 electric smothering irons—Bidder 39, \$15.12; 63, \$60; 70, \$16.12 for item 2.

Class 24. Boston—6 extra heavy wheelbarrows—Bidder 5, \$71.40; 15, \$41.58; 30, \$40.50; 53, \$24.90; 62, \$37.20; 63, \$38.40; 66, \$34.20.

Class 25. Boston—100 gals. perfect press oil—Bidder 103, \$35.

Class 26. New York—1 ships' printing outfit—Bidder 2, \$329.90; 19, \$313.14; 95, \$313.17; 101, \$318.84.

SCHEDULE 323.—Construction and Repair.

Class 31. New York—1,000 lbs. lime—Bidder 5, \$49.90; 15, \$29.90; 28, \$49; 43, \$34.50.

Class 32. Boston—4,000 sq. ft. ceramic tiling—Bidder 8, \$1,036; 12, \$1,040; 14, \$1,080, \$1,000, and \$900; 15, \$1,100; 57, \$1,035.60; 63, \$1,040; 87, \$960; 89, \$990.

Class 33. Boston—10 gross plush-covered furniture fenders, 500 yds. glimp, 100 yds. burlap, 5,000 upholsters' nails, 120 yds. enamel cloth, 100 lbs. feathers, 390 yds. brown linen, and 24 balls upholsters' twine—Bidder 7, \$385.90; 34, \$449.22; 48, informal; 64, informal; 65, \$331.80.

Class 34. Boston—1,250 sq. ft. hides—Bidder 4, \$279.69; 32, \$287.50; 34, \$312.50; 37, \$224.75; 48, \$312.50; 64, \$375.

Class 35. Boston—9 electric motors and 13 controlling panels—Bidder 13, \$3,482.50; 25, \$2,715 and \$1,983.84; 39, \$2,558; 50, \$2,655.40; 69, \$3,319; 90, \$2,535.85.

Class 36. Boston—6 doz. drawer locks, 3 doz. cupboard locks—Bidder 30, \$36 for item 1 only.

Class 37. Boston—12 doz. pad locks—Bidder 4, \$106.68; 15, \$219.24; 30, \$120; 37, \$104.28; 62, \$103.80; 63, \$110.40; 78, \$200.88.

Class 38. League Island—48 sets locks—Bidder 37, \$144; 63, \$184.32; 80, \$174.24; 94, \$108.

Class 39. League Island—96 escutcheons, 48 pairs hangers, 48 pairs sheaves, and 4½ ft. rail—Bidder 94, \$227.61.

Class 40. League Island—300 doz. buttons for ditty boxes and 150 doz. pairs hinges—Bidder 30, \$129 and \$102; 37, \$213.75; 63, \$224.25; 80, \$255.

Class 41. New York—50 doz. pairs hinges—Bidder 30, \$230; 37, \$198; 63, \$247; 80, \$250.

Class 42. New York—100 doz. yds. jack chain—Bidder 30, \$108.50; 37, \$104.45; 45, \$99.85; 52, \$114; 62, \$103; 63, \$109; 80, \$105.50.

Class 43. New York—400 lbs. tacks—Bidder 11, \$92; 30, \$104; 45, \$94.80; 80, \$99.60; 81, \$88.

Class 44. League Island—1 paint mixer—Bidder 20, \$75; 21, \$76.50; 30, \$48.50; 83, \$78.

Class 45. Boston—3 doz. rubber plugs, 6 doz. chains for wash basins, 20 soap dishes, 10 gross cup hooks, 5 doz. iron bench hooks—Bidder 30, \$48.50; 52, \$90.78.

Class 46. Portsmouth—Wrenches, taps, clamps, grooves, drills, etc.—Bidder 62, \$43.81; 66, \$41.89; 104, \$86.08; 30, \$41.50.

Class 47. Boston—10,000 lbs. sheet steel—Bidder 10, \$239; 11, \$259; 31, \$350; \$42, \$234; 63, \$264; 74, \$237; 88, \$282; 92, \$238.

Class 48. New York—100 lbs. aluminum bronze—Bidder 23, \$85; 36, \$92; 43, \$94.90; 58, \$85; 84, \$79.

Class 49. Portsmouth—10,000 ft. white oak plank—Bidder 1, \$850; 26, \$800; 27, \$700.

Class 50. Boston—11 mirrors—Bidder 18, \$365; 33, \$91.20; 52, \$92.70; 65, informal; 68, \$103.50.

Class 51. League Island—10 mirrors—Bidder 22, \$21.60; 33, \$20.30; 43, \$34.90; 57, \$26.00; 58, \$30.50; 65, \$32.40; 68, \$50.

Class 52. Portsmouth—Stoneware dipping baskets, acid pitchers, glass funnels, etc.—Bidder 28, \$49.35; 57, \$114.72; 62, \$69.04; 63, \$63.35; 76, \$65.65.

Class 53. Boston—500 lbs. strip gum gasket—Bidder 6, \$900; 35, \$512.50; 40, \$620; 47, \$635; 72, \$650; 79, \$590; 85, \$575; 97, \$600.

SCHEDULE 324.—Steam Engineering and Supplies and Accounts.

Class 61. New York—8 coppersmiths' tube expanders—Bidder 37, \$528.48; 63, \$565.50; 66, \$538.65.

Class 62. Portsmouth—Twine, brass pins, plyers, hammers, clamps, dividers, etc.—Bidder 30, \$43.33; 62, \$36.26; 80, \$54.01.

Class 63. Portsmouth—3,000 lbs. ingot copper—Bidder 5, \$900; 11, \$564.90; 31, \$585; 45, \$585; 71, \$550.50; 75, \$625.

Class 64. Portsmouth—10,000 lbs. mild steel—Bidder 9, \$340; 16, \$217; 17, \$245; 67, \$350; 92, \$262.

Class 65. Portsmouth—2,000 lbs. galvanized sheet steel—Bidder 11, \$93.60; 31, \$70.50; 63, \$68; 74, \$65.80; 88, \$70.

Class 66. Boston—594 lbs. tool steel, 175 lbs. round tool steel, 825 lbs. steel for tube-expander rolls, and a quantity of round annealed tool steel for making taps, dies, reamers, etc.—Bidder 3, \$637.19; 4, \$394.75; 9, \$650.16; 17, \$666.90; 31, \$574.10; 67, \$709.47; 92, \$679.41.

Class 67. Portsmouth—70 lbs. square spiral packing—Bidder 38, \$92.61; 54, \$66.50; 75, \$49; 85, \$49; 104, \$84.

Class 68. Portsmouth—500 lbs. Albany grease—Bidder 4, \$48.70; 15, \$55; 43, \$57.45; 63, \$57; 66, \$54.95; 96, \$47.50; 98, \$65; 104, \$75.

Class 69. Portsmouth—250 lbs. putty—Bidder 5, \$12.47; 15, \$8.25; 43, \$12.

OPENED FEBRUARY 6, 1906.

Bidder 1. Aumen Machinery and Supply Co., 316 N. Holliday street, Baltimore, Md.

2. Ansonia Brass and Copper Co., 99 John street, New York.

3. Armstrong Cork Co., 23d street and Allegheny River, Pittsburg, Pa.

4. Avery Hardware Co., Pensacola, Fla.

5. Ammon & Mackel, 81 Chambers street, New York.

6. American Steam Gauge and Valve Manufacturing Co., 208 Camden street, Boston, Mass.

7. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

8. American Mason Safety Tread Co., Old South Building, Boston, Mass.

9. Alliance Machinery Co., Alliance, Ohio.

10. Armour & Co., 205 La Salle street, Chicago, Ill.

11. Boston Belting Co., 256 Devonshire street, Boston, Mass.

12. D. Ballauf, Washington, D. C.

13. John H. Broughton, Portsmouth, N. H.

14. Blackmer & Post Pipe Co., Wainwright Building, St. Louis, Mo.

15. John Bliss & Co., 120 Front street, New York.

16. Brown Hoisting Machinery Co., 26 Cortlandt street, New York.

17. Bramhall-Dean Co., 264 Water street, New York.

18. E. W. Bliss Co., Plymouth and Adams streets, Brooklyn, N. Y.

19. Buckeye Iron and Brass Works, Dayton, Ohio.

20. Belmont Iron Works, 22d street and Washington avenue, Philadelphia, Pa.

21. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.

22. Bruening Cork Co., Oakdale, Pa.

23. Benedict & Burnham Manufacturing Co., 37 Park place, New York.

24. F. S. Banks & Co., 90 Wall street, New York.

25. John Brown & Sons, 722 E. Pratt street, Baltimore, Md.

*Accepted.

Schedule of proposals for naval supplies—Continued.

26. Bridgeport Brass Co., 253 Broadway, New York.
27. Connors Bros. Construction Co., Lowell, Mass.
28. Cutter, Wood & Stephens Co., 68 Pearl street, Boston, Mass.
29. Caldwell Bros. Co., Seattle, Wash.
30. Crucible Steel Co. of America, Pittsburg, Pa.
31. Clinton Wire Cloth Co., Clinton, Mass.
32. Carter & Clarke, Washington, D. C.
33. R. P. Clarke & Co., Washington, D. C.
34. Commercial Electrical Supply Co., St. Louis, Mo.
35. Philip Carey Manufacturing Co., 114 Liberty street, New York.
36. Case Manufacturing Co., Columbus, Ohio.
37. Wm. Crane, 7 Water street, Boston, Mass.
38. Geo. V. Cresson Co., 17th street and Allegheny avenue, Philadelphia, Pa.
39. H. P. Cummings Co., 131 State street, Boston, Mass.
40. Wm. H. Collins, 145 Water street, Norfolk, Va.
41. Curtis & Co., Manufacturing Co., Wellston station, St. Louis, Mo.
42. Coe Brass Manufacturing Co., Ansonia, Conn.
43. Crane Co., Seattle, Wash.
44. Crandall Packing Co., 136 Liberty street, New York.
45. Chas. E. Currier, 84 Summer street, Boston, Mass.
46. Charles Cory & Sons, 278 Division street, New York.
47. James Clendenin, P. O. box 1002, Baltimore, Md.
48. Wm. Wirt Clark & Son, Monument street and Forest avenue, Baltimore, Md.
49. F. D. Du Barry, 206 E. Biddle street, Baltimore, Md.
50. Denny-Renton Clay and Coal Co., Seattle, Wash.
51. Geo. E. Dow Pumping Engine Co., 179 1st street, San Francisco, Cal.
52. De Loach Wood Working Machine Co., Norfolk, Va.
53. Jacob Dold Packing Co., Buffalo, N. Y.
54. John W. Duff, Auburndale, Mass.
55. Deane Steam Pump Co., 114 Liberty street, New York.
56. Dunham-Carrigan-Hayden Co., 17 Beale street, San Francisco, Cal.
57. Drew Machinery Agency, Manchester, N. H.
58. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
59. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
60. J. Evenson & Son, Inc., 318 N. 20th street, Philadelphia, Pa.
61. Erie Foundry Co., Erie, Pa.
62. Empire Safety Tread Co., 229 Pacific street, Brooklyn, N. Y.
63. Joseph N. Early, 127 Reade street, New York.
64. Excelsior Drum Works, 923 Locust street, Philadelphia, Pa.
65. Marshall Field & Co., Chicago, Ill.
66. Franklin Chemical Works, Drexel Building, Philadelphia, Pa.
67. Benjamin Fox, 17 State street, Boston, Mass.
68. Carl Fischer, 6 Fourth avenue, New York.
69. Fabrikoid Co., Newburgh, N. Y.
70. Fairbanks Co., 416 Broome street, New York.
71. Fitz, Dana & Co., 110 North street, Boston, Mass.
72. Frye, Phipps & Co., 25 Pearl street, Boston, Mass.
73. John O. Gamage, Norfolk, Va.
74. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
75. General Electric Co., Schenectady, N. Y.
76. Arthur Gamwell, Seattle, Wash.
77. Garlock Packing Co., 604 Arch street, Philadelphia, Pa.
78. John Greig, 281 W. 11th street, New York.
79. R. W. Geldart, 2 Stone street, New York.
80. Wm. Geiger, 97 Warren street, New York.
81. A. L. Hirsh, 368 Greenwich street, New York.
82. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
83. F. W. Hannahs, 866 Broad street, Newark, N. J.
84. Hartman Co., 1231 North Front street, Philadelphia, Pa.
85. Hammond Typewriter Co., 33 S. 10th street, Philadelphia, Pa.
86. Hallidie Machinery Co., Seattle, Wash.
87. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
88. Hendey Machine Co., Torrington, Conn.
89. Handlan-Buck Manufacturing Co., St. Louis, Mo.
90. C. G. Hussey & Co., Pittsburg, Pa.
91. Ironclad Manufacturing Co., 204 Varet street, Brooklyn, N. Y.
92. Wm. G. Johnson, Seattle, Wash.
93. H. W. Johns-Manville Co., 100 William street, New York.
94. Jenkins Manufacturing Co., 13 Park row, New York.
95. Keuffel & Esser Co., New York.
96. J. B. Kendall, Washington, D. C.
97. E. F. Keating Co., 452 Water street, New York.
98. David Kahnweiler's Sons, 2 Dover street, New York.
99. Lunkenheimer Co., Cincinnati, Ohio.
100. John E. Locatelli, 15 School street, Boston, Mass.
101. Robert Leding, Washington, D. C.
102. F. H. Lovell & Co., Arlington, N. J.
103. Theo. Linington, jr., 56 Hudson street, New York.
104. J. H. Leonard & Co., 15 Park row, New York.
105. Merriman Bros., 162 Commercial street, Boston, Mass.
106. L. Mundel & Sons, 278 Pearl street, New York.
107. W. B. Moses & Sons, Washington, D. C.
108. Mattatuck Manufacturing Co., Waterbury, Conn.
109. John Joseph McVey, 39 N. 13th street, Philadelphia, Pa.
110. John D. Moore, 45 Liberty street, New York.
111. Michael A. McCormick, Newport, R. I.
112. Mack Manufacturing Co., Land Title Building, Philadelphia, Pa.
113. Charles F. Matlage, 335 Greenwich street, New York.
114. R. H. Macy & Co., Broadway and 34th street, New York.
115. Manning, Maxwell & Moore, 85 Liberty street, New York.
116. P. R. Mitchell Co., 185 Canal street, New York.
117. Monad Engineering Co., 147 Cedar street, New York.
118. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
119. Montgomery & Co., 105 Fulton street, New York.
120. Manhattan Supply Co., 127 Franklin street, New York.
121. Nelson Morris & Co., Chicago, Ill.
122. North Penn Iron Co., 3d and Venango streets, Philadelphia, Pa.
123. National Electrical Supply Co., Washington, D. C.
124. T. A. & J. D. Negus, 140 Water street, New York.
125. Northern Electrical Manufacturing Co., Madison, Wis.
126. National Carbon Co., Cleveland, Ohio.
127. New Jersey Asbestos Co., 52 Dey street, New York.
128. Northern Engineering Co., Detroit, Mich.
129. Neptune Meter Co., 120 Liberty street, New York.
130. Neostyle Co., 30 Reade street, New York; informal, no guarantee.
131. Neville & Grubb, Portsmouth, Va.

Schedule of proposals for naval supplies—Continued.

132. Niles-Bement-Pond Co., 111 Broadway, New York.
133. New Jersey Foundry and Machine Co., 9 Murray street, New York.
134. New York Belting and Packing Co., 91 Chambers street, New York.
135. John J. O'Rourke, 5 Worth street, New York.
136. Old Dominion Paper Co., Norfolk, Va.
137. Oliver Machinery Co., Grand Rapids, Mich.
138. The Peckham Co., Newport, R. I.
139. The Porter Co., 194 Watt street, New York.
140. Platt Iron Works Co., Dayton, Ohio.
141. S. M. Price Machinery Co., Norfolk, Va.
142. Protective Tread Co., 50 State street, Boston, Mass.
143. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.
144. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
145. Porter & Moore Co., Norfolk, Va.
146. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
147. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
148. Henry E. Reeve, 450 Carroll street, Brooklyn, N. Y.
149. Clement, Restein & Co., 137 N. 2d street, Philadelphia, Pa.
150. G. B. Raymond & Co., 484 E. 138th street, New York.
151. Randolph-Clowes Co., Waterbury, Conn.
152. David L. Rand, 166 Devonshire street, Boston, Mass.
153. Charles Rowe, 529 W. 36th street, New York.
154. Royce & Ricketts, Washington, D. C.
155. Rome Brass and Copper Co., Rome, N. Y.
156. H. A. Rogers Co., 19 John street, New York.
157. Republic Rubber Co., 47 Warren street, New York.
158. Henry Raphael, 169 Duane street, New York.
159. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
160. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
161. C. D. Rankin, 35 Dundee street, Boston, Mass.
162. A. Lietz Co., 632 Commercial street, Boston, Mass.
163. Standard Scale and Supply Co., Pittsburg, Pa.
164. Schwabacker Hardware Co., Seattle, Wash.
165. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
166. Smith-Courtney Co., Richmond, Va.
167. Schwarzschild & Sulzberger Co., 45th street and First avenue, New York.
168. John S. Sills & Sons, North River and 37th street, New York.
169. Sheet Metal Manufacturing Co., Niles, Ohio.
170. Swift & Co., Chicago, Ill.
171. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
172. A. G. Spalding & Bros., 126 Nassau street, New York.
173. Scoville Manufacturing Co., Waterbury, Conn.
174. Standard Underground Cable Co., Pittsburg, Pa.
175. Joseph F. Snellenburg, 12th and Market streets, Philadelphia, Pa.
176. Sherman-Brown-Clements Co., 55 Dey street, New York.
177. Sprague Electric Co., 527 W. 34th street, New York.
178. Standard Water Meter Co., 245 Robinson street, Brooklyn, N. Y.
179. James K. Shaw, 25 Duane street, New York.
180. Shoemaker & Busch, 515 Arch street, Philadelphia, Pa.
181. Osgood Sayen, 518 Arcade building, Philadelphia, Pa.
182. J. Spencer Turner Co., 86 Worth street, New York.
183. Tatum & Bowen, 34 Fremont street, San Francisco, Cal.
184. Taunton-New Bedford Copper Co., New Bedford, Mass.
185. Walter B. Timms, 61 Hudson street, New York.
186. Edward A. Temple, 100 William street, New York.
187. George C. Thomas, 26 Cortlandt street, New York.
188. Sidney Thursby, 73 Hudson street, New York.
189. N. & G. Taylor Co., 300 Chestnut street, Philadelphia, Pa.
190. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
191. Union Water Meter Co., Worcester, Mass.
192. Universal Supply Co., 290 Broadway, New York.
193. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
194. Vermilye & Power, 17 Battery place, New York.
195. Henry R. Worthington, 114 Liberty street, New York.
196. Waldo Bros., 102 Milk street, Boston, Mass.
197. John Wanamaker, Philadelphia, Pa.
198. Whiting Foundry Equipment Co., Harvey, Ill.
199. Wm. A. West, Portsmouth, Va.
200. Peter Woll & Sons, Mascher and Berks streets, Philadelphia, Pa.
201. Waterproofing Co., 151 W. 28th street, New York.
202. R. M. Wilkinson Co., Norfolk, Va.
203. John Wanamaker, Broadway and 10th street, New York.
204. Walsh Bros., 131 State street, Boston, Mass.
205. Western Electric Co., 463 West street, New York.
206. Woodward, Wight & Co., Ltd., New Orleans, La.
207. Zucker, Levett & Loeb Co., 526 W. 25th street, New York.
208. A. W. Barnes, Eagle and West streets, Brooklyn, N. Y.
209. Keasbey & Mattison Co., Ambler, Pa.
210. Queen City Brass and Iron Works, Cincinnati, Ohio.
211. A. H. Hambach Co., Seattle, Wash.

SCHEDULE 308.—Medicine and Surgery.

† Class 1. Construction, including all necessary labor and material for two quarters for officers at the U. S. Naval Hospital, Chelsea, Mass.—Bidder 27, \$29,200; 37, \$30,930; 39, \$29,574; 45, \$27,284; 54, \$35,080; 67, \$29,500; 100, \$27,120; 111, \$29,472; 152, \$31,230; 161, \$29,980; 204, \$33,500.

SCHEDULE 317.—Bureau of Construction and Repair.

Class 11. Boston—1 geared trimming press complete with counter shafts—Bidder 18, \$2,330; 57, \$1,965; *154, \$2,290.

Class 12. Boston—1 2,500 lb. steam drop hammer—Bidder 9, \$3,615; 61, \$4,375; *115, \$3,630; 132, \$4,373.

Class 13. 1 36 in. band sawing machine—Bidder 52, \$300 and \$250; 57, \$152; *115, \$240; 137, \$266; 166, \$265.

Class 14. Norfolk—2 speed lathes—Bidder 137, \$276; *166, \$275.

Class 15. Norfolk—1 18 in. swing by 10 ft. bed screw cutting engine lathe with patent for gearing headstock—Bidder *70, \$970; 88, \$900; 166, \$779.83.

Class 16. Norfolk—1 glass-grinding machine—Bidder *166, \$649.75.

Class 17. Norfolk—4 swinging jib cranes, 12½ ft. radius, 8 ft. effective lift of hook; 6 do. 10 ft. effective lift of hook; 2 do. 12 ft. effective lift of hook;

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

4 do. 15 ft. radius, 10 ft. effective lift of hook—Bidder 9, \$5,040; 16, \$1,440; 36, \$2,000; 41, \$1,958; 41, \$1,732; 41, \$1,532; 57, \$1,312; 57, \$1,592; 57, \$1,696; 57, \$1,976; 115, \$1,204; 117, \$1,258.72; 122, \$968; 122, \$1,288.60; 122, \$1,073.60; 128, \$1,543; 133, \$1,420; 187, \$1,228.12; 198, \$1,840.

Class 18. New Orleans—1 double-headed motor-driven pedestal grinder and polisher—Bidder *89, \$255; 115, \$253; 125, \$281.

Class 19. New Orleans—1 nickel-plating plant with supplementary outfit for copper plating—Bidder *28, \$786.08; 154, \$615.45; 207, \$490.71.

SCHEDULE 318.—Bureau of Ordnance.

Class 21. Puget Sound—1 hydraulic pump, triplex single-acting motor-driven—Bidder 29, \$1,794; *51, \$1,225; 55, \$1,510 and \$1,549; 86, \$1,399; 140, \$1,625.

SCHEDULE 319.—Bureau of Construction and Repair.

Class 31. Puget Sound—12 gear cutters, 2 screw gages and 45 doz. twist drills—Bidder 56, \$111.20; 86, \$103.54; 89, \$104.80; *115, \$98.92; 119, \$101.25; 120, \$111.20; 183, \$104.30.

Class 32. Puget Sound—43 emery wheels—Bidder 48, *\$28.42; 86, \$41.40; 89, \$34.25; 115, \$40.16; 119, \$46.10; 120, \$137; 183, \$38.79; 194, \$39.58; 211, \$360.

Class 33. Puget Sound—4,000 lbs. sheet lead—Bidder 86, \$384; *211, \$360.

Class 34. Mare Island—1,600 ft. magnesia pipe covering—Bidder *35, \$258.37; 48, \$299.90; 76, \$432; 86, \$327; 93, \$261.70; 209, \$259.60.

Class 35. Puget Sound—150 white-ash oars—Bidder 56, \$288.50; *76, \$140; 92, \$263.

SCHEDULE 320.—Bureaus of Yards and Docks and Supplies and Accounts.

Class 41. Puget Sound—4,000 ft. sewer pipe and connections—Bidder 14, \$2,116.57; 48, \$1,590.80; *50, \$1,081.

Class 42. Puget Sound—15 doz. auger bits—Bidder 56, \$37.45; 86, \$29.38 and \$63.52; 89, \$29.27; 92, \$21.18 and *\$28.20; 119, \$34.10; 164, \$41.60; 183, \$52.80.

Class 43. Puget Sound—112 doz. straight-shank twist drills—Bidder 56, \$81.70; 86, \$81.70; 89, \$81.30; *92, \$71.83; 115, \$81.70; 119, \$89; 120, \$95.50; 156, \$84.50; 164, \$105.98; 183, \$88.44.

Class 44. Puget Sound—2,650 lbs. round brass rod—Bidder 23, \$543.78; 42, \$543.77; 86, \$556.50; 87, \$570.81; 118, \$543.78; 151, \$540.60; *155, \$540.33; 173, \$556.50; 184, \$569.75.

Class 45. Puget Sound—7,100 lbs. Tobin bronze—Bidder 86, \$1,739.50; *87, \$1,604.60; 151, \$1,579.75.

Class 46. Puget Sound—A quantity of brass bushings, taps, elbows, nipples, couplings, tees, and unions—Bidder 43, \$541.68; 84, \$859.32; 86, \$751.89; 94, \$556.11; 210, *\$505.98.

Class 47. Puget Sound—Black iron bushings, couplings, elbows, nipples, and plugs—Bidder 43, \$56.30; 86, \$75.48; *115, \$54.11.

Class 48. Puget Sound—10 doz. brass globe valves—Bidder 19, \$291.23; 84, \$260.80; 86, \$320.91; *89, \$247.70; 120, \$259.40; 164, \$437.80; 183, \$259.90; 210, \$248.52.

Class 49. Puget Sound—5,000 lbs. white cotton waste—Bidder 48, \$600; *56, \$495; 79, \$537.50; 86, \$499.50; 96, \$512.50; 164, \$610; 183, \$550.

SCHEDULE 327.—Yards and Docks.

†Class 51. Norfolk—23,000 hard-burned prest building brick—Bidder 112, \$570.40.

Class 52. Norfolk—25 bbis. quicklime, 20 yds. sand, and 10 yds. gravel—Bidder 48, \$80; *73, \$99.50; 131, \$101.25.

Class 53. Norfolk—9 sq. yds. roofing slate—Bidder *48, \$60.84; 73, \$90; 120, \$130.50; 131, \$75.60.

Class 54. Portsmouth—10 squares slate—Bidder 13, \$78; *48, \$48.

Class 55. Portsmouth—Sheathing paper, roof cement, and glass—Bidder *48, \$42.30; 120, \$115.50.

Class 56. Norfolk—69,700 ft. wire—Bidder 34, \$1,822.90; *75, \$1,447.10; 80, informal; 123, \$1,586.40; 174, \$1,599.14; 205, \$1,528.60.

Class 57. Norfolk—670 insulator pins, 670 insulator brackets, 400 side brackets, 40 brake arms, 65 cross arms—Bidder 123, *\$81.23; 205, \$104.65.

Class 58. Norfolk—400 ft. brass-armored conduit, 50 plain seamless brass couplings, 100 wire holders, 2 electric soldering irons, 150 porcelain tubes, 3,400 porcelain knobs, etc.—Bidder 80, \$230.46; 123, \$181.68; *205, \$163.62.

Class 59. Norfolk—Wood screws, lag screws, glass, sash pulleys, wire nails, sheathing paper, oxide of iron roofing paint, galvanized-iron and brass screws—Bidder 120, \$70.79; *131, \$24.68, part.

Class 60. Boston—10 2-inch water meters—Bidder 119, \$399.50; 120, \$650; 129, \$500; *178, \$320; 191, \$597.50; 195, \$400.

Class 61. Norfolk—1,032 ft. yellow pine—Bidder 59, \$71.28; *76, \$45.40.

Class 62. Portsmouth—8,600 ft. spruce and pine and 1,000 clapboards—Bidder 13, *\$310.30; 59, \$379.

Class 63. Washington—200 white-oak cross-ties—Bidder *32, \$129; 59, \$195; 76, \$496; 123, \$168.

Class 64. Norfolk—6 white-cedar or juniper poles—Bidder 59, \$555; 76, \$480; 199, *\$127.50.

†Class 65. Norfolk—11 boxes I. C. roofing tin—Bidder 89, \$153.45; 118, \$173.25; 131, \$174.90; 189, \$171.60.

Class 66. Washington—200 track bolts, 200 angle bars, 1,000 lbs. railroad spikes, and 7½ tons steel rails—Bidder 21, \$360.86; *96, \$340.75.

Class 67. League Island—18,000 lbs. structural steel—Canceled; to be readvertised.

Class 68. Norfolk—1,800 ft. terra-cotta sewer pipe, 60 terra-cotta Y's, and 30 terra-cotta reducers—Bidder 40, \$357.25; 48, \$327.34; 73, \$340.95; *112, \$302.16; 120, \$351.75; 150, \$339.93.

Class 69. New York—For waterproofing the walls of the pump well between dry docks No. 2 and 3 at the navy-yard, New York—Bidder *201, \$1,196.

SCHEDULE 328.—Equipment.

Class 71. Boston—15 tons kaolin—Bidder 48, \$73.50; *144, \$90; 180, \$201; 196, \$93.75.

Class 72. Norfolk—13,000 yds. cotton canvas—Bidder 33, \$2,969; *49, \$2,662; 182, \$2,672; 202, \$2,895.

Class 73. Norfolk—500 yds. bleached and unbleached sheeting—Bidder 33, \$118.75; 120, *\$118.

Class 74. Boston—200 yds. fabrikoid and 50 gross leather buttons—Bidder *33, \$137.50; 48, \$145; 69, \$150; 203, \$190.

Class 75. Boston—500 lbs. curled hair—Bidder 10, \$182.40; 48, \$167.50; 107, \$190; 114, \$200; 116, \$167.70; *192, \$154.85; 200, \$177.95; 203, \$175.

Class 76. New York—Weston portable ammeter—Bidder 123, \$90; *205, \$89.10.

Class 77. New York—50 dry battery cells and 300 dry cells—Bidder 123, \$175; 126, \$204.50; *205, \$163.

Class 78. New York—3,000 ft. 19-strand tinned copper conductor—Bidder 75, \$1,260; 123, \$1,170; *205, \$1,140.

Class 79. New York—200 right-hand composite steel and brass coils—Bidder 46, \$110; *80, \$108; 148, \$160; 105, \$120.

Class 80. New York—100 unions and 325 right and left couplings—Bidder *94, \$137.50; 105, \$150.81.

Class 81. New York—40 electric heaters—Bidder 75, \$160; 123, \$180; *105, \$190.

Class 82. New York—160 prs. each hand and leg irons—Bidder 63, \$1,168; 108, \$1,152; 115, \$1,142.40; 119, \$1,112; *120, \$1,052.80.

Class 83. New York—45 marine spikes—Bidder 79, \$41.93; *115, \$37.20; 119, \$52.95; 120, \$46.20; 159, \$52.84.

Class 84. New York—500 wrought-iron hanks—Bidder *72, \$22.08; 79, \$26.65; 115, \$27.47; 120, \$29; 159, \$42.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 85. Boston—A quantity of sister hooks, wire rope thimbles, turn buckles, and hanks—Bidder *72, \$454.60; 79, \$599.30; 115, \$605.40; 119, \$612; 120, \$663.10.

Class 86. New York—China ware, navy standard, new pattern for flag officer, captain, wardroom, junior officer, and warrant officer mess—Bidder *179, \$76.

Class 87. New York—Glassware for flag officer, captain, wardroom, junior and warrant officer mess—Bidder *179, \$78.52.

Class 88. Norfolk—Kitchen utensils—Bidder 17, \$220; 63, \$229.25; *120, \$211.

Class 89. New York—17 sponge bath tubs—Bidder 21, \$76.16; 63, \$66.98; 104, \$42.35; 120, *\$37.91; 159, \$38.93.

†Class 90. New York—5 navigational sounding machines, 12 depth recorders—Bidder 12, \$300; 15, \$890.50; 162, \$885.

Class 90½. New York—2,500 chemical sounding tubes for navigational sounding machine—Bidder 15, \$550; *124, \$456.25; 162, \$1,000.

Class 91. League Island—36 drums—Bidder *64, \$396; 68, \$840.

Class 92. New York—18 fog horns—Bidder *63, \$215.46; 79, \$223.38; 115, \$237.60; 124, \$238.50; 139, \$224.82; 159, \$250.20.

Class 93. New York—24 megaphones—Bidder *105, \$60.

Class 94. Norfolk—10 oil signal lanterns—Bidder 79, \$43.80; *102, \$41; 115, \$46.50; 139, \$45.

Class 95. New York—86 tin candle stands and 400 candle stands for crews' mess—Bidder 17, \$155.52; 63, \$189.54; 79, \$229.28; 115, \$229.63; 139, \$184.68; *159, \$150.66; 203, \$228.42.

Class 96. Norfolk—1,000 lbs. candles—Bidder *81, \$113.70; 114, \$151.67; 135, \$113.75; 192, \$114.97.

Class 97. League Island—4,535 lbs. sheet copper—Bidder *26, \$1,043.05; 82, \$1,043.05; 90, \$1,056.65; 118, \$1,043.05; 184, \$1,043.05.

Class 98. Portsmouth—100 ft. smooth-bore suction hose and 2 strainers—Bidder 11, \$1,187; 74, \$1,280; 134, \$1,550; 146, \$1,166; *193, \$760.

Class 99. New York—200 lbs. metallic mercury—Bidder 78, \$124.94; 81, \$139.80; 180, *\$119.

Class 100. New York—1 seine in cask—Bidder 79, \$46.24; 115, *\$46.20; 119, \$53; 120, \$49.40; 159, \$52.20.

Class 101. New York—840 cork life jackets—Bidder 3, \$1,176; 22, \$1,234.80; 98, \$1,428; *106, \$1,159.10; 159, \$1,545.60.

Class 102. New York—6 protectors, catchers—Bidder *172, \$22.50.

Class 103. New York—2 boat anchors—Bidder *115, \$25.60; 120, \$28.60; 159, \$26.80.

Class 104. Norfolk—200 squillgees—Bidder 119, \$460; *120, \$128.80; 159, \$180.

Class 105. Norfolk—600 boxes safety matches—Bidder *120, \$42; 139, \$49.62; 180, \$47.40.

Class 106. Norfolk—1,000 lbs. laundry soap—Bidder *114, \$45; 139, \$45.96; 192, \$53.36; 208, \$45.33.

Class 107. Norfolk—10,000 lbs. salt-water soap—Bidder 60, \$365; 170, \$512.60; *192, \$350; 208, \$375.

Class 108. Boston—8,000 lbs. salt-water soap—Bidder 60, \$292; 170, \$410; *192, \$280; 208, \$187.50.

†Class 109. Norfolk—2,004 lbs. soap powder—Bidder 10, \$67.08; 66, \$47.47; 81, \$87.72; 114, \$72.24; 139, \$91.13; 170, \$68.80; 180, \$45; 185, \$103.20; 192, \$51.60; 208, \$82.56.

SCHEDULE 334.

Class 191. Bidder *4, \$1,350; 11, \$2,130; 74, \$1,485; 134, \$1,500; 146, \$1,500; 157, \$1,395; 206, \$1,455.

SCHEDULE 329.—*Navigation.*

Class 111. Annapolis—1 2-horsepower 220-volt direct current shunt-wound reversible inclosed motor—Bidder 75, \$187; 80, \$175 and \$201; *123, \$130; 125, \$200; 177, \$135.

Class 112. Annapolis—3 general store trucks with end racks—Bidder *25, \$43.50; 79, \$73.14; 120, \$72; 163, \$62.70.

Class 113. Annapolis—8 cast-iron split pulleys—Bidder 1, \$13.92; 21, \$22.40; 25, \$24; 38, \$20; 57,

\$21.60; *79, \$19.44; 115, \$18.16; 119, \$19.20; 120, \$23.60; *123, \$16.80.

†Class 114. Annapolis—2 neostyles, etc.—Bidder 21, \$52.51.

Class 115. Annapolis—475 lbs. ring packing—Bidder 25, \$458.75; 44, \$427.50; 77, \$345; 123, \$486.25; 127, \$356.25; 146, \$356.25; 181, \$356.20; *190, \$342.

Class 116. Annapolis—50 lbs. round packing—Bidder 25, \$40; 77, \$42.50; 93, \$38.26; 97, \$38.75; 123, \$40; 127, \$37.50; 146, \$49.50; *181, \$29.50.

Class 117. Annapolis—75 lbs. sheet packing—Bidder 25, \$41.25; 93, \$41.25; *97, \$40.50; 123, \$82.50; 181, \$60.

Class 118. Annapolis—450 lbs. sheet packing—Bidder 25, \$216; 44, \$292.50; *77, \$180; 82, \$562.50; 93, \$225; 97, \$202.50; 123, \$270; 127, \$225; 146, \$202.50; 181, \$265.

Class 119. Annapolis—30 lbs. flax and Tuck's packing—Bidder 25, \$10.40; 77, \$9.20; *93, \$9; 146, \$15; 181, \$18.

Class 120. Annapolis—12 doz. gaskets—Bidder *25, \$22; 93, \$30.72; 123, \$30.20; 127, \$81.

Class 121. Annapolis—6 doz. gaskets—Bidder *25, \$24; 47, \$26.70; 93, \$34.80; 123, \$38.40; 127, \$39.50.

Class 122. Annapolis—2 pressure-regulator valves—Bidder 21, \$70; 24, \$43.50; 25, \$44; 79, \$42.44; 84, \$43; 94, \$56; 97, \$39.40; 115, \$39.98; 119, \$41; 120, \$48.80; 123, \$43.50; 131, \$48; *176, \$39.40.

SCHEDULE 330.—*Ordnance.*

Class 131. League Island—2,500 yds. muslin—Bidder 33, \$424.25; 114, \$475; 120, \$455; 165, \$462.25; 180, \$487.50; 190, \$410.75; 197, *\$425; 175, \$425.

Class 132. League Island—400 yds. scrim, 2 spools cotton tape, and 90 doz. cotton—Bidder 33, \$111.48; 120, \$120.90; 197, \$139.50; *175, \$95.60.

Class 133. Washington—1 set irons, complete, for 3-ton industrial railway scale—Bidder 70, \$77.50; 120, \$97.40; *163, \$61.50.

†Class 134. Washington—1 metal machine saw—Bidder 7, \$265.95.

Class 135. Newport—Round and hexagonal bronze rod—Bidder *2, \$252.01.

Class 136. Newport—74 lbs. machine steel and 520 lbs. annealed machine steel—Bidder 30, \$25.77; *186, \$28.22.

Class 137. Newport—30 sheets pump leather and 180 ft. rubber tubing—Bidder 138, *\$48.30.

Class 138. Newport—120 ft. seamless drawn brass tubing, etc.—Bidder 6, \$144; 97, \$116.10; 104, \$222.90; 115, \$66.90; 119, \$180; 120, *\$111; 138, \$144.90.

SCHEDULE 331.—*Construction and Repair.*

Class 141. New York—6,000 spring cotters—Bidder 79, \$12.90; 89, \$15; 115, \$11.94; 119, *\$11.10; 120, \$14.40; 159, \$29.28.

Class 142. Boston—11,142 lbs. commercial sheet brass—Bidder 23, \$3,534.41; 42, \$3,534.41; *184, \$2,349.82.

Class 143. Boston—4,360 lbs. brass shapes and rods—Bidder *42, \$938.90.

Class 144. Norfolk—2,200 lbs. bolt copper—Bidder *23, \$462; 47, \$473; 82, \$473; 118, \$462; 155, \$462; 171, \$489.50.

Class 145. Norfolk—39,225 lbs. galvanized sheet steel—Bidder 76, \$1,623.91; 96, \$1,137.52; 118, \$1,174.78; 120, \$1,215.98; *131, \$1,108.03; 143, \$1,066.42; 169, \$1,143.09.

Class 146. Norfolk—3,200 lbs. pure sheet gum—Bidder 11, \$3,520; 74, \$3,264; 76, \$3,136; 127, \$4,160; 134, \$4,160; 141, \$4,128; 146, \$3,680; 157, \$3,680; 181, \$3,648; *193, \$2,880.

Class 147. Norfolk—44 gate valves—Bidder 84, \$230.40; 89, \$151.20; 94, \$286.56; 97, \$165.60; 99, \$360; 115, \$205.92; 120, \$149.76; *160, \$144.

Class 148. Boston—200 sq. ft. safety treads—Bidder *8, \$450; 48, \$598; 62, \$480; 142, \$650; 154, \$480; 187, \$405.

Class 149. New York—5 Hermes automatic sawage dischargers of the regular commercial type with necessary spare parts—Bidder 94, \$4,495; *110, \$4,870.

*Accepted.

† No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 332.—Steam Engineering.**

Class 151. League Island—1 armature for motors—Bidder *75, \$123.75.

Class 152. League Island—Electric soldering irons, porches, and batteries—Bidder *21, \$25.39; 120, \$36.90; 123, \$31.75.

Class 153. League Island—2 boring bars—Bidder 57, \$275; 70, \$240; 89, \$244.50; *115, \$140; 145, \$263.

Class 154. League Island—6 pulleys, purchases, or blocks from $\frac{1}{2}$ -ton to 2 ton—Bidder 24, \$61.75; 48, \$59.20; 70, \$64.40; 79, \$65; 89, \$61.12; 96, \$60.53; 115, \$60.63; 119, \$61.40; *120, \$57.54; 159, \$60.82; 145, \$79.50.

Class 155. League Island—4 sets blocks and falls, 2 steel blocks, and 4 snap blocks—Bidder 70, \$74.80; 79, \$78.46; 115, \$72.26; 119, \$67.48; 120, \$89; 159, \$93; 187, \$77.60; *145, \$58.90.

Class 156. League Island—24 steel-wire door mats—Bidder 31, \$38.88; *70, \$48; 76, \$72; 119, \$48; 120, \$64.80; 159, \$74.40; 145, \$72.

Class 157. League Island—250 extra heavy galvanized-iron water buckets—Bidder 21, \$168.75; *70, \$153; 76, \$225; 91, \$163.50; 120, \$272.50.

Class 158. League Island—Twist drills, drilling machines, ratchets, and reamers—Bidder *70, \$278; 89, \$338.95; 115, \$299; 119, \$309; 120, \$324.87; 145, \$307.08.

Class 159. League Island—Ejectors, hose cocks, play pipes, pipe nozzles, hose spanners—Bidder *70, \$108.40; 97, \$263.10; 119, \$188.60; 149, \$159.90; 159, \$162.12; 181, \$133.60; 145, \$390.40.

Class 160. League Island—1 valve-reseating machine—Bidder 24, \$325; *57, \$141; 70, \$325; 76, \$318; 79, \$325; 97, \$325; 115, \$325; 119, \$325; 159, \$325; 176, \$325; 145, \$325.

Class 161. League Island—24 oil cans, 1 filler, and 8 oil syringes—Bidder 70, \$94.30; 79, \$72.80; 115, \$73.24; *119, \$65.60; 120, \$83.30; 159, \$75.66; 145, \$98.06.

Class 162. League Island—1 spring and 1 platform scale—Bidder 48, \$75.90; 70, \$43; 76, \$59; 79, \$53.88; 115, \$46.70; *119, \$42.50; 120, \$55.90; 159, \$56.75; 163, \$43.25.

Class 163. League Island—2 benches, 3 chucks, portables, mandrels, sockets, sleeves, lathe tools, etc.—Bidder *70, \$658.30; 115, \$819.47; 119, \$728.10; 120, \$684.13; 145, \$906.75.

Class 164. League Island—2 copying presses, 1 mimeograph, 1 attachment for typewriter work, etc.—Bidder 21, \$65.34; 85, informal; *136, \$48.46; 192, \$85.50.

Class 165. League Island—1 averaging instrument, 1 barometer, 1 clinometer, curves, gages, hydrometers, paints, reading glasses, drawing scales, squares, triangles, leads, tubes, thermometers, etc.—Bidder *95, \$231.10; 136, \$239.81; 147, \$245.13.

†Class 166. League Island—1 time and stop watch—Bidder 21, \$24; 101, \$51.80; 114, \$21.60; \$14.40, \$13.20, \$10.80, \$42, and \$78.

Class 167. League Island—Lamp burners, lamps, blow pipes, lamp feeders, lanterns, etc.—Bidder *70, \$202; 79, \$264.40; 102, \$245.18; 115, \$269.11; 139, \$234.10.

Class 168. Portsmouth—113 lbs. tool steel, 90 lbs. spring steel, 170 lbs. tool spring steel, and 600 lbs. square tool spring steel—Bidder 30, \$152.67; 71, \$180.81; *186, \$123.50.

Class 169. Norfolk—100 tons pig iron—Bidder 21, \$1,974; *24, \$1,914; 96, \$1,925.

Class 170. League Island—200 ft. hose for cleaning boilers—Bidder 11, \$284; 74, \$198; 134, \$208; 146, \$200; 149, \$180; 157, \$186; 181, \$170; 193, \$230; 195, \$228.

Class 171. League Island—200 ft. rubber hose—Bidder 11, \$136; 58, \$92.70; 74, \$174; 134, \$144; 146, \$130; 149, \$140; *157, \$126; 181, \$138; 193, \$140; 145, \$1.48.

Class 172. League Island—Reference books—Bidder 5, \$55.65; 21, \$64.09; *109, \$52.35; 136, \$52.33.

SCHEDULE 333.—Supplies and Accounts.

Class 181. New York—5,000 yds. enameled cloth—Bidder *33, \$11,145; 48, \$12,500; 65, \$12,000;

114, \$13,000; 116, \$12,365; 120, \$11,170; 159, \$11,725.

Class 182. New York—400,000 lbs. tinned tomatoes—Bidder 83, \$18,880; 103, \$18,516; 113, \$20,500; 168, \$20,080; *185, \$17,840; 188, \$19,760.

Class 183. New York—150,000 lbs. tinned bacon—Bidder *53, \$22,320; 121, \$24,600; 158, \$24,705; 170, \$24,150.

Class 184. New York—150,000 lbs. salt pork in half barrels—Bidder 53, \$18,585; 113, \$17,145; *153, \$14,085; 158, \$16,500; 167, \$20,250; 170, informal.

OPENED FEBRUARY 13, 1906.

Bidder 1. Albany Chemical Co., 2 Broadway, Albany, N. Y.

2. Samuel R. Allman, Equitable Building, Baltimore, Md.

3. Armstrong Cork Co., Pittsburg, Pa.

4. Armour & Co., 205 La Salle street, Chicago, Ill.

5. American Steel Foundries, Chester, Pa.

6. American Glue Co., 121 Beverly street, Boston, Mass.

7. J. J. Adams & Co., 112 Greenpoint avenue, Brooklyn, N. Y.

8. Alexander & Garsed, Charlotte, N. C.

9. American Tube Works, 95 Broad street, Boston, Mass.

10. American Lumber Manufacturing Co., Pittsburg, Pa.

11. Wm. M. Bird & Co., Charleston, S. C.

12. Geo. W. Brown, West Palm Beach, Fla.

13. Brown-Wales Co., 69 Purchase street, Boston, Mass.

14. F. W. Bird & Son, East Walpole, Mass.

15. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.

16. Bethlehem Steel Co., South Bethlehem, Pa.

17. Bruening Cork Co., Oakdale, Pa.

18. Burns Fire Brick Co., Williamsport, Pa.

19. Geo. F. Blake Manufacturing Co., 114 Liberty street, New York.

20. Berry & Alkins, Bainbridge street wharf, Philadelphia, Pa.

21. James Boyd & Bro., 14 N. 4th street, Philadelphia, Pa.

22. F. S. Banks & Co., 90 Wall street, New York.

23. Barrett Manufacturing Co., Land Title Building, Philadelphia, Pa.

24. Baldwin Steel Co., 107 John street, New York.

25. Bridgeport Brass Co., 253 Broadway, New York.

26. Bailey-Lebby Co., Charleston, S. C.

27. C. H. Bull & Co., Norfolk, Va.

28. Barber Asphalt Paving Co., Land Title Building, Philadelphia, Pa.

29. Bell Manufacturing Co., St. Louis, Mo.

30. Ferd. Brenner Lumber Co., Norfolk, Va.

31. Theo. S. Baron, Myrtle avenue and Penn street, Brooklyn, N. Y.

32. Burbank & Ryder Varnish Co., Charlestown, Mass.

33. Bausch & Lomb Optical Co., Rochester, N. Y.

34. Benedict & Burnham Manufacturing Co., 37 Park place, New York.

35. Bliven & Carrington, 116 Broad street, New York.

36. Boston Belting Co., 256 Devonshire street, Boston, Mass.

37. A. B. Badger & Sons Co., 75 Pitts street, Boston, Mass.

38. Brooklyn Varnish Co., 35 Nostrand avenue, Brooklyn, N. Y.

39. Charles Cooper & Co., 194 Worth street, New York.

40. Chelsea Clock Co., 16 State street, Boston, Mass.

41. Camden Iron Works, Camden, N. J.

42. James Clendenin, P. O. box 1002, Baltimore, Md.

43. Wm. Wirt Clarke & Son, Baltimore, Md.

44. Carpenter Steel Co., Reading, Pa.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

45. Wm. Cramp & Sons Ship and Engine Building Co., Beach and Ball streets, Philadelphia, Pa.
46. R. P. Clarke Co., Washington, D. C.
47. Carnegie Steel Co., Pittsburg, Pa.
48. Clark & Smith Co., 231 Medford street, Boston, Mass.
49. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.
50. Carolina Portland Cement Co., Charleston, S. C.
51. Carter & Clarke, Washington, D. C.
52. James B. Clow & Sons, 342 Franklin street, Chicago, Ill.
53. Chas. Cory & Son, 278 Division street, New York.
54. Crucible Steel Company of America, Pittsburg, Pa.
55. H. P. Copeland, P. O. box 726, New York.
56. Columbia Incandescent Lamp Co., St. Louis, Mo.
57. Crew-Levick Co., 113 Arch street, Philadelphia, Pa.
58. Colonial Steel Co., Keystone Building, Pittsburg, Pa.
59. John B. Dauchy, 116 Broad street, New York.
60. Arthur L. De Groff, Washington and Beach streets, New York.
61. Drew Machinery Agency, Manchester, N. H.
62. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
63. Erie Manufacturing and Supply Co., Erie, Pa.
64. Eastern Drug Co., 14 Fulton street, Boston, Mass.
65. S. A. Edminster, St. Augustine, Fla., informal, no guarantee.
66. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
67. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
68. Erkenbrach Chemical Co., Hoboken, N. J.; informal, no guarantee.
69. Joseph N. Early, 127 Reade street, New York.
70. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
71. Fiske Bros. Refining Co., 15 Old Slip, New York.
72. Fairbanks Co., 16 Broome street, New York.
73. Franklin Chemical Works, Drexel Building, Philadelphia, Pa.
74. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
75. Fitz, Dana & Co., 110 North street, Boston, Mass.
76. Henry Frank, 40 Spruce street, New York.
77. Franklin Electric Manufacturing Co., Hartford, Conn.
78. Fort Wayne Electric Works, Fort Wayne, Ind.
79. Gunblach-Manhattan Optical Co., Rochester, N. Y.
80. A. D. Granger Co., 95 Liberty street, New York.
81. Henry J. Green, 1191 Bedford avenue, Brooklyn, N. Y.
82. General Electric Co., Schenectady, N. Y.
83. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
84. R. W. Geldart, 2 Stone street, New York.
85. Wm. Geiger, 97 Warren street, New York.
86. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
87. John Greig, 281 W. 11th street, New York.
88. Joseph H. Geissmann, St. Augustine, Fla.; informal, no guarantee.
89. P. Gugerty, Cohoes, N. Y.
90. Halsey Lumber Co., Charleston, S. C.
91. Hohmann & Maurer Manufacturing Co., 85 Chambers street, New York.
92. Edward Hines Lumber Co., Chicago, Ill.; informal, no guarantee.
93. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
94. Herrick Co., 47 Broad street, Boston, Mass.
95. Holtzer-Cabot Electric Co., Brookline, Mass.
96. R. Hoehn Co., 83 Chambers street, New York.
97. J. W. Hunnewell & Co., 18 Commercial street, Boston, Mass.
98. C. G. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.
99. A. L. Hirsh, 368 Greenwich street, New York.
100. R. C. Hoffman & Co., Baltimore, Md.
101. Hadwin Houghton, 117 Fulton street, New York.
102. Harrington, King & Co., 79 Commercial street, Boston, Mass.
103. Hartman Co., 1231 Front street, Philadelphia, Pa.
104. Handlan-Buck Manufacturing Co., St. Louis, Mo.
105. Jandus Electric Co., Cleveland, Ohio.
106. George R. Johnson, American Building, Baltimore, Md.
107. Jenkins Manufacturing Co., 13 Park Row, New York.
108. H. W. Johns-Manville Co., — William street, New York.
109. Lewis H. Jones, P. O. box 666, Detroit, Mich.
110. E. F. Keating Co., 452 Water street, New York.
111. J. B. Kendall, Washington, D. C.
112. David Kahnweiler's Sons, 2 Dover street, New York.
113. Keuffel & Esser Co., 127 Fulton street, New York.
114. Theo. Linington, jr., 56 Hudson street, New York.
115. Ludlow Valve Manufacturing Co., Troy, N. Y.
116. C. M. Ives, navy-yard, Boston, Mass.
117. Lucent Oil Co., 63 N. 2d street, Philadelphia, Pa.
118. Robert Leding, Washington, D. C.
119. F. H. Lovell & Co., Arlington, N. J.
120. John Lucas & Co., 323 Race street, Philadelphia, Pa.
121. J. H. Leonard & Co., 15 Park row, New York.
122. Francis H. Leggett & Co., 128 Franklin street, New York.
123. Lunkenheimer Co., Cincinnati, Ohio.
124. Manhattan Supply Co., 127 Franklin street, New York.
125. Montgomery & Co., 105 Fulton street, New York.
126. Midvale Steel Co., Philadelphia, Pa.
127. R. H. Macy & Co., Broadway and 34th street, New York.
128. Merchant & Evans Co., 511 Arch street, Philadelphia, Pa.
129. John W. Masury & Son, P. O. box 1012, New York.
130. Robert B. McKim, 118 Pearl street, Boston, Mass.
131. J. L. Mott Iron Works, 90 Beekman street, New York.
132. Moller & Schumann Co., Brooklyn, N. Y.
133. Meyer & Goetze, 109 Worth street, New York.
134. Monongahela Iron and Steel Co., Pittsburg, Pa.
135. Manning, Maxwell & Moore, 85 Liberty street, New York.
136. New Jersey Foundry and Machine Co., 9 Murray street, New York.
137. W. C. Nimmo & Co., 103 Cheapside, Baltimore, Md.; informal, no guaranty.
138. National Electrical Supply Co., Washington, D. C.
139. New England Yarn Co., 141 North street, Boston, Mass.
140. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
141. Newport Engineering Works, 359 Thames street, Newport, R. I.
142. J. Edward Ogden Co., 147 Cedar street, New York.
143. Old Dominion Paper Co., Norfolk, Va.
144. The S. Obermayer Co., 647 Evans street, Cincinnati, Ohio.

Schedule of proposals for naval supplies—Continued.

145. O'Brien & Hoolihan Contracting Co., 1722 Park street, Syracuse, N. Y.
146. The Okonite Co., Ltd., 253 Broadway, New York.
147. The Parlor Pride Manufacturing Co., Inc., 60 State street, Boston, Mass.
148. Pratt & Whitney Co., Hartford, Conn.
149. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.
150. Ezra Phillips & Sons, South Hanover, Mass.
151. Platt Iron Works Co., Dayton, Ohio.
152. Pettengill, Andrews & Co., 160 Pearl street, Boston, Mass.
153. Peerless Rubber and Manufacturing Co., 16 Warren street, New York.
154. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
155. Parsons Bros., 257 Broadway, New York.
156. The Porter Co., 194 Water street, New York.
157. Queen City Brass and Iron Co., Cincinnati, Ohio.
158. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
159. Peckham Co., Newport, R. I.
160. Royce & Ricketts, Washington, D. C.
161. Paul S. Reeves & Son, 1415 Catharine street, Philadelphia, Pa.
162. R. P. Rowe, 100 William street, New York.
163. Randolph-Clowes Co., Waterbury, Conn.
164. Russia Cement Co., Gloucester, Mass.
165. Richards & Co., 200 Causeway street, Boston, Mass.
166. Rome Brass and Copper Co., Rome, N. Y.
167. Ross Lumber Co., Jamestown, N. Y.
168. Riverside Mills, Augusta, Ga.
169. Railway Supply and Manufacturing Co., Cincinnati, Ohio.
170. Norman I. Rees, 30 Frankfort street, New York.
171. J. B. Roache, 350 Fulton street, New York.
172. H. Rosenthal & Bro., 418 W. Broadway, New York.
173. Rudolph & West Co., Washington, D. C.
174. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
175. E. S. Ritchie & Sons, Brookline, Mass.
176. Wm. S. Ryan, 374 Washington street, New York.
177. John T. Reagan, Newport, R. I.
178. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
179. Matthew S. Speirs, Stuart, Fla.
180. George H. Sutton, 55 Leonard street, New York.
181. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
182. Oscar Schlegel Manufacturing Co., 182 Grand street, New York.
183. Smith-Courtney Co., Richmond, Va.
184. Stempel Fire Extinguisher Manufacturing Co., St. Louis, Mo.
185. Stokes Bros. Co., 30th street, below Chestnut, Philadelphia, Pa.
186. Thomas Somerville & Sons, Washington, D. C.
187. F. Sharp & Son, Washington, D. C.
188. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
189. Sherman-Brown-Clements Co., 55 Dey street, New York.
190. Southeastern Lime and Cement Co., Charleston, S. C.
191. Sussfeld, Lorsch & Co., 37 Maiden lane, New York.
192. Charles E. Sholes Co., 164 Front street, New York.
193. Snare & Triest Co., 143 Liberty street, New York.
194. Charles A. Schieren Co., 30 Ferry street, New York.
195. Sherwin-Williams Co., Cleveland, Ohio.
196. Stanley G. I. Electric Manufacturing Co., 29 Broadway, New York.
197. Sheet Metal Manufacturing Co., Niles, Ohio.

*Accepted.

198. Standard Scale and Supply Co., Pittsburg, Pa.
199. Fred. A. Schmidt, Washington, D. C.
200. Standard Oil Co., Baltimore, Md.
201. Henry Sondheimer, Stock Exchange Building, Chicago, Ill.
202. D. A. Tower, 306 Broadway, New York.
203. Charles J. Tagliabue Manufacturing Co., 53 Fulton street, New York.
204. Walter B. Timms, 61 Hudson street, New York.
205. George C. Thomas, 26 Cortlandt street, New York.
206. Edward A. Temple, 100 William street, New York.
207. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
208. Taunton-New Bedford Copper Co., New Bedford, Mass.
209. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
210. Universal Supply Co., 290 Broadway, New York.
211. United States Graphite Co., Saginaw, Mich.
212. Vermilye & Power, 17 Battery place, New York.
213. Vulcan Crucible Steel Co., Allquippa, Pa.
214. Waite, Ranlet & Co., 80 Broad street, Boston, Mass.
215. Wetherill & Bro., 126 S. 30th street, Philadelphia, Pa.
216. Waterbury Brass Co., Waterbury, Conn.
217. W. A. Wood Co., 373 Atlantic avenue, Boston, Mass.
218. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
219. Waldo Bros., 102 Milk street, Boston, Mass.
220. Warren Chemical and Manufacturing Co., 17 Battery Place, New York.
221. Westinghouse Electric and Manufacturing Co., Pittsburg, Pa.
222. Francis T. Witte Hardware Co., 106 Chambers street, New York.
223. John M. Woods & Co., East Cambridge, Mass.
224. Western Electric Co., 463 West street, New York.
225. Boston Steam Specialty Co., 168 Congress street, Boston, Mass.
226. Massasoit Manufacturing Co., Fall River, Mass.
227. Burke Electric Co., Erie, Pa.
228. Arthur Gamewell, Seattle, Wash.

SCHEDULE 325.—Supplies and Accounts.

Class 1. New York—100,000 prs. light-weight drawers and 100,000 light-weight undershirts—Bidder 31, \$184,000; 180, *\$166,000.

SCHEDULE 326.—Supplies and Accounts.

Class 11. New York—20,000 lbs. raisins—Bidder 60, \$1,570; 114, \$1,672; 122, \$1,924; 124, \$1,098; 176, *\$1,638; 178, \$1,690; 204, \$1,714.

SCHEDULE 335.—Yards and Docks.

Class 21. Charleston—36 bbls. Portland cement, 285 bush. sand and 25 tons broken granite—Bidder 50, \$118.45; 190, *\$105.75.

Class 22. Charleston—10,000 mercantile brick—Bidder 43, \$130; 50, \$77.50; 190, *\$70.

†Class 23. Charleston—3 frames and castings, 7 double hung windows, 7 frames and castings for windows and 4 gable ventilators—Bidder 66, \$201.50.

†Class 24. Charleston—90 ft. iron gutter, 75 ft. down spout, 12 elbows, etc.—Bidder 20, \$87.45.

Class 25. Charleston—25 squares 2-ply Paroid roofing—Bidder 11, \$57.50; 14, \$60; 20, \$225; 23, \$56.58; 28, \$56.50; 43, *\$53.75; 50, \$56.25; 108, \$67.50; 190, \$58.75; 212, \$63.75; 220, \$56.25; 228, \$73.75.

†Class 26. Charleston—Hardware and nails—Bidder 171, \$102.02; 228, \$76.10.

†No award.

Schedule of proposals for naval supplies—Continued.

†Class 27. Charleston—2,132 ft. rough lumber, 7,113 ft. dressed lumber, a quantity of baseboards, corner boards, frieze boards, flooring, ceiling, etc.—Bidder 66, \$749.82; 90, \$471.58; 228, \$770.07.

Class 28. Charleston—200 lbs. white lead, linseed oil, turpentine, Japan drier, putty, colors, etc.—Bidder 11, \$53.35; 20, \$78.53; 120, \$48.24; 182, \$61.02; 215, informal, part of class.

Class 29. Charleston—1 horizontal steam-boiler feed pump—Bidder 8, \$58.70; 19, \$53; 26, \$65; 61, \$62; 104, \$52.50; 151, \$49.84; 160, \$58; 183, \$64.40; 212, \$53.30.

Class 30. Charleston—1 125-H. P. steam boiler—Bidder 8, \$1,057.35; 26, \$1,099; 61, \$1,169 and \$1,240; 80, \$1,154; 104, \$1,100; 183, \$1,760; 205, \$1,105; 212, \$1,119.

Class 31. Charleston—1 125-H. P. vertical feed-water heater—Bidder 8, \$141; 19, \$185; 26, \$122.80; 63, \$210; 104, \$102; 121, \$138.50; 135, \$195.19; 160, \$159; 183, \$99; 205, \$119; 212, \$97.

SCHEDULE 336.—Equipment.

Class 41. Charleston—Picket fence for wireless telegraph station—Bidder 12, \$1,097; 65, \$821.50; 88, \$843.50; 179, \$1,600.

SCHEDULE 344.—Yards and Docks.

Class 51. Portsmouth—3 drum controllers—Bidder 82, \$720.50.

Class 52. New York—43 arc lamps, 100 inner globes, and 200 carbons—Bidder 78, \$499.50; 105, \$492.90; 138, \$505.45; 196, \$490.42.

Class 53. New York—40 arc lamps—Bidder 105, \$414; 138, \$426; 196, \$397.00; 221, \$392.

Class 54. New York—Arc-lamp brackets, cross arms, pins, thru bolts, square washers, cross-arm braces, etc.—Bidder 138, \$157.32; 224, \$138.10.

Class 55. New York—10 switches, 20 Crosby clips, paste, insulators, and 1,500 ft. single wire—Bidder 138, \$59.57; 224, \$76.05.

†Class 56. League Island—Rivets, bolts, lag screws, anchor bolts, steel pins, stove bolts, clips, washers, nails, wire netting, etc.—Bidder 20, \$287.79; 125, \$226.90; 171, \$303.05.

Class 57. New York—40 arc-lamp poles—Bidder 106, \$312; 138, \$470; 224, \$290.

Class 58. Washington—300 white oak cross-ties—Bidder 51, \$190.50; 66, \$292.50; 106, \$340; 138, \$249; 228, \$714.

†Class 59. League Island—Corrugated steel, galvanized steel, and rain-water conductor—Bidder 100, \$274.96; 111, \$267.27; 124, \$286.98; 128, \$270.63; 149, \$244.69; 197, \$249.86.

Class 60. Washington—300 lbs. track bolts, 50 prs. angle bars, 500 lbs. railroad spikes, and 18 tons steel rails—Bidder 20, \$743.89; 100, \$727.70; 111, \$909.75.

Class 61. Washington—10 tons cast-iron bell and spigot pipe and 4,280 lbs. cast-iron special castings—Bidder 41, \$470.80; 52, \$486.40; 124, \$524.10; 142, \$489.10; 186, \$431.84.

Class 62. Washington—11 double gate valves—Bidder 41, \$265; 52, \$289; 72, \$250; 103, \$238.94 and \$256.50; 110, \$269; 115, \$262; 121, \$289.20; 124, \$282.80; 174, \$260.97; 196, \$250; 225, \$280.25.

Class 63. Washington—100 portable fire extinguishers—Bidder 21, \$900; 37, \$1,080; 184, \$975; 224, \$1,650.

†Class 64. Portsmouth—For installing docking keel blocks in dry dock No. 2—Bidder 45, \$21,100; 116, \$14,979; 145, \$14,780; 193, \$8,965.

SCHEDULE 345.—Equipment.

Class 71. New York—1 13-in. hand control projector—Bidder 82, \$225.

Class 72. Boston—100 interior fittings for Navy standard receptacle and 50 3-in. bells—Bidder 53, \$250; 95, \$272; 138, \$280.50; 224, \$257.

Class 73. Boston—4 projector rheostats—Bidder 82, \$350; 152, \$360.

Class 74. Boston—5 contact makers—Bidder 152, \$300.

Class 75. Boston—24,250 ft. insulated copper wire—Bidder 82, \$2,785; 138, \$2,855; 146, \$2,855.47; 224, \$2,742.50.

Class 76. Boston—3,500 ft. double conductor—Bidder 82, \$336.50; 85, part, \$40; 138, \$365; 224, \$348.50.

Class 77. Boston—50 lbs. gum tape—Bidder 82, \$37.50; 124, \$47; 138, \$34.50; 146, \$37.50; 152, \$37.50; 224, \$37.50.

Class 78. Boston—25 lbs. magnet wire, 10 lbs. sleeving, and 100 lbs. friction tape—Bidder 20, \$120; 82, \$77; 138, \$51; 152, \$88.75; 224, \$42.50; 138, \$79.50.

Class 79. New York—6,000 yds. khaki canvas and 3,000 yds. ravens—Bidder 133, \$4,040.

Class 80. Norfolk—10,000 yds. khaki canvas and ravens—Bidder 133, \$3,157.50.

Class 81. Boston—320 lbs. phosphor bronze wire—Bidder 42, \$124.40; 93, \$119.04; 124, \$135.68; 135, \$140.80; 161, \$133.12; 224, \$144; 228, \$134.40.

Class 82. Boston—25 prs. corrector spheres for torpedo boat binnacles—Bidder 113, \$180 and \$156.25; 175, \$105.

Class 83. New York—10 peloruses—Bidder 113, \$925; 175, \$908.50.

Class 84. New York—10 sets magnetic instruments and 25 supporting tables—Bidder 113, \$398.75; 175, \$395.25.

Class 85. New York—15 binnacles—Bidder 113, \$2,175; 175, \$2,256.

Class 86. Washington—45 barometers—Bidder 74, \$337.50; 81, \$405; 113, \$355.50; 158, \$337.50; 191, \$323.55; 228, \$1,980.

Class 87. Washington—320 thermometers—Bidder 74, \$550; 81, \$632.50; 91, \$506; 96, \$429; 127, \$611.60; 143, \$442.76; 158, \$473; 203, \$385; 228, \$484.

Class 88. Washington—Thermometers, psychrometers—Bidder 74, \$917.50; 81, \$896.60; 91, \$847.50; 96, \$626; 158, \$464.80.

Class 89. Washington—35 boat clocks—Bidder 40, \$420; 228, \$297.50.

Class 90. Washington—Deck clocks—Bidder 40, \$2,060.50; 228, \$1,851.

Class 91. Washington—30 spare glasses for stadimeter—Bidder 113, \$118.50.

Class 92. Washington—100 spy glasses—Bidder 79, \$850; 113, \$800; 118, \$710; 158, \$680; 191, \$714.

Class 93. Washington—195 quartermaster's spy glasses—Bidder 33, \$3,682.50; 79, \$3,294; 113, \$2,989.50; 113, \$1,593.75; 118, \$3,239.80; 158, \$2,812.75 and \$3,029.50; 191, \$2,867.50; 191, \$1,210.

Class 94. Washington—24 sets drawing instruments—Bidder 113, \$468; 158, \$465.50; 187, \$540.88; 190, \$344.

Class 95. Washington—Dividers, rules, weights, tapes, and squares—Bidder 113, \$382.81; 158, \$407.25; 187, \$399.10; 199, \$394.80.

Class 96. Boston—Running lights, lanterns, and night signals—Bidder 119, \$346.90; 152, \$407; 156, \$341.50.

Class 97. League Island—12 life buoys—Bidder 3, \$64.80; 17, \$120; 112, \$61.80.

SCHEDULE 346.—Ordnance.

Class 101. Portsmouth—1 motor—Bidder 82, \$304.50; 227, \$360.

Class 102. Newport—1,000 electric lamps—Bidder 55, \$390; 56, \$380; 77, \$390; 82, \$190; 85, \$190; 138, \$380; 224, \$190.

Class 103. Newport—48 sperm-oil cans—Bidder 159, \$25.44.

Class 104. Newport—3 doz. engineer's brass oil sets—Bidder 74, \$162; 125, \$102.60 and \$153; 156, \$96.84; 159, \$127.80; 171, \$178.20.

Class 105. Portsmouth—Reamers, stocks, taps, dies, and wrenches for taps—Bidder 74, \$86.55; 84, \$80.50; 104, \$95.75; 125, \$84.80; 148, \$152.36; 173, \$95.09.

Class 106. Portsmouth—4 sets drills—Bidder 74, \$46.70; 104, \$50.65; 121, \$69.93; 125, \$47.90; 173, \$48.61.

Class 107. Portsmouth—Chucks, lathe dogs, monkey wrenches, and miscellaneous tools—Bidder 74, \$167.74; 125, \$183.45.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 108. Portsmouth—1 arbor press—Bidder 20, \$99; 125, *\$14.25.

Class 109. Newport—253 lbs. sheet copper—Bidder 54, \$3.25; 74, \$68.41; 93, \$63.25; 98, *\$60.72; 128, \$63.25; 209, \$63.20.

Class 110. Washington—127,600 lbs. nickel steel—Bidder 16, \$7,337; 44, \$7,783.60; 47, \$6,380; 54, *\$5,710.10; 100, \$9,940.04; 126, \$8,294.

Class 111. Washington—98,800 lbs. steel castings—Bidder 5, *\$12,231.44; 16, \$15,314; 126, \$13,832.

Class 112. Washington—40,000 lbs. rough steel forgings—Bidder 16, \$12,180; 126, *\$12,180.

Class 113. Washington—870 lbs. gas check ring forgings—Bidder 16, \$652.50; 44, *\$522; 126, \$652.50.

Class 114. Washington—342,240 lbs. oil for making gas—Bidder 200, *\$4,887.19.

Class 115. Newport—18,000 lbs. ethyl ether—Bidder 1, *\$270; 39, \$00.

Class 116. Newport—60 cans varnosite—Bidder 159, *\$173.40.

Class 117. Newport—750 lbs. lucilline—Bidder 20, \$112.50; 64, \$0; 117, \$0; 159, \$70.50; 188, *\$36.75.

Class 118. Iona Island—4,000 8-in. paper bags—Bidder 20, *\$75.96; 124, \$137.60; 211, \$92.40.

Class 119. Newport—1,000 packages wax tapers—Bidder 99, \$27.20; 143, *\$27; 159, \$65; 188, \$39.50.

Class 120. Newport—24 wire straps—Bidder 136, *\$588; 141, \$792; 177, \$792.

SCHEDULE 347.—Construction and repair.

Class 121. Boston—25 tons coarse molding sand—Bidder 70, *\$96.25; 124, \$108.25; 228, \$300.

Class 122. Boston—Glass—Bidder 99, *\$158.30 and \$113.30; 120, \$260.48.

Class 123. Newport—20 mirrors—Bidder 107, *\$272.80; 131, \$284.

Class 124. Boston—608 cylinder-box locks—Bidder 15, \$386.22; 22, \$395.11; 74, *\$298.96; 84, \$392.69; 124, \$411.27; 125, \$389.46; 171, \$387.84; 173, \$420.16; 181, \$410.87; 222, \$408.04.

Class 125. Boston—Rubber-head brass machine screws—Bidder 74, \$55.30; 173, *\$29.86; 181, \$61.08.

Class 126. Boston—12,000 ft. quartered white oak—Bidder 10, *\$1,032; 48, \$1,076.40; 66, \$1,092; 67, \$1,155; 86, \$1,068; 106, \$1,119.15; 185, \$1,257; 218, \$1,080; 223, \$1,124; 167, \$1,110; 228, \$1,044.

Class 127. Boston—500 lbs. plaster of Paris—Bidder 43, \$5; 70, *\$3; 97, \$4.75; 99, \$11.20; 188, \$5.63.

Class 128. Norfolk—110 ft. galvanized wrought-iron pipe—Bidder 20, \$418; 110, *\$231; 124, \$242; 181, \$2.48.

SCHEDULE 348.—Supplies and Accounts.

Class 131. Boston—100 lbs. Okonite tape—Bidder 20, \$299; 85, \$74.54; 124, \$84; 138, *\$67; 146, \$70; 181, \$75; 224, \$70.

Class 132. Boston—Brushes—Bidder 7, \$655.80; 172, *\$640.05.

Class 133. Boston—100 doz. corn brooms—Bidder 2, *\$280; 22, \$292; 69, \$299; 84, \$287; 124, \$344; 127, \$397; 181, \$325; 211, \$283.

Class 134. Boston—40 bbls. fire clay—Bidder 18, \$70; 20, \$69.60; 43, \$97.96; 99, \$83.60; 144, \$76; 154, *\$50; 181, \$99.20; 219, \$60.

Class 135. Boston—Brass and iron wood and machine screws—Bidder 15, \$378.18; 74, \$348.15; 104, \$376.14; 124, \$355.45; 173, \$357.33; 181, *\$342.98; 189, \$367.60; 222, \$349.08.

Class 136. Boston—Machine screws—Bidder 15, \$536.90; 74, *\$473.30; 104, \$532.17; 124, \$957.80; 173, \$478.78; 181, \$969.71; 189, \$664.20.

Class 137. Boston—1 doz. platform scales—Bidder 43, \$120; 74, *\$36; 125, \$45; 171, \$96; 181, \$102; 198, \$90; 228, \$172.80.

Class 138. Boston—55 doz. padlocks—Bidder 15, \$302.50; 22, \$283.50; 74, \$290.30; 84, \$279; 124, \$295; 125, \$282.25; 135, \$335.05; 171, \$278; 173, \$325.25; 181, \$430.25; 222, *\$273.50.

Class 139. Boston—12 glazier's diamonds—Bidder 74, \$54; 124, \$62.40; 125, \$51.60; 135, \$52.80; 181, *\$39.60; 188, \$50.88.

*Accepted.

Class 140. Boston—108 drills—Bidder 15, \$45; 74, *\$33; 104, \$34.62; 121, \$34.56; 124, \$47.04; 125, \$33.72; 173, \$34.50; 181, \$49.17.

Class 141. Boston—Pipe taps—Bidder 15, \$180.48; 22, \$172.10; 74, \$232.44; 84, \$178.80; 104, \$185.84; 124, *\$102.80; 125, \$149.74; 148, \$228.64; 173, \$236.20; 181, \$199.44; 222, \$173.34; 225, \$267.72.

Class 142. Boston—36 Renshaw brackets—Bidder 74, \$260.64; 84, \$257.04; 104, \$270; 125, \$249.84; 148, *\$243; 181, \$270; 225, \$360.

Class 143. Boston—25 doz. monkey wrenches—Bidder 15, \$142.90; 74, *\$135.13; 84, \$141.38; 104, \$156.75; 125, \$135.30; 173, \$139.23; 181, \$160.19; 228, \$190.50.

Class 144. Boston—15 pipe wrenches—Bidder 15, \$106.25; 74, \$96.50; 84, \$97.70; 104, \$99.25; 124, \$102.90; 125, *\$96.40; 181, \$113.55; 189, \$99.75; 228, \$142.50.

Class 145. Boston—Machinists' hammers—Bidder 15, \$113.02; 74, \$107.44; 84, \$121.45; 104, *\$107.10; 124, \$123.65; 125, \$108.10; 135, \$114.94; 81, \$76.25; 228, \$239.50.

Class 146. Boston—Hack saw frames and blades—Bidder 15, *\$182.50; 74, \$192.75; 84, \$248; 104, \$224.75; 121, \$225.17; 124, \$260; 125, \$227; 130, \$255.06; 181, \$307.75; 228, \$295.

Class 147. Boston—Files—Bidder 15, \$331.50; 74, *\$299.37; 104, \$377.11; 125, \$348.06; 130, \$417.65.

Class 148. Boston—Copper measures—Bidder 74, *\$72.25; 124, \$130.80; 125, \$115.75; 127, \$110.60; 171, \$116.35; 181, \$90.88.

Class 149. Boston—Stove bolts, nails, etc.—Bidder 15, *\$370.87; 74, \$390.28; 124, \$1,047.12; 125, \$424.70; 171, \$461.30; 181, \$804.65.

Class 150. Hardware and tools—Bidder 15, \$1,213.26; 74, *\$1,112.42; 125, \$1,213.98; 181, \$1,468.83.

Class 151. Boston—Lamp feeders, lanterns, etc.—Bidder 74, \$68; 119, \$74; 135, \$70.20; 156, \$68; 181, *\$48.97.

Class 152. Boston—800 lbs. leather—Bidder 43, \$352; 76, *\$336; 170, \$378; 181, \$448; 194, \$384.

Class 153. Boston—20 bundles lacing leather—Bidder 43, \$42.80; 76, \$37; 135, \$39; 181, \$35.60; 194, *\$32.60.

Class 154. Norfolk—21,000 ft. No. 1 white ash—Bidder 10, \$1,270; 27, \$1,239; 30, \$1,134; 66, \$1,195; 67, \$1,295; 86, \$1,272.80; 167, \$1,289; 185, \$1,359.35; 201, *\$1,099; 218, \$1,255; 228, \$1,412.

Class 155. Norfolk—10,000 ft. yellow poplar—Bidder 10, \$560; 30, *\$500; 66, \$540; 67, \$600; 86, \$549; 106, \$588.50; 167, \$550; 185, \$510; 218, \$547.50; 228, \$540.

Class 156. Norfolk—95,000 ft. white pine—Bidder 10, *\$6,816; 27, \$7,602.50; 66, \$8,072; 67, \$8,435; 86, \$8,259.50; 218, \$8,255; 228, \$6,355.

Class 157. Norfolk—15,000 ft. N. C. pine—Bidder 27, *\$630; 66, \$750; 86, \$658.50; 106, \$656.25; 218, \$862.50; 228, \$870.

Class 158. Norfolk—30,000 ft. yellow pine—Bidder 27, *\$900; 66, \$1,887.50; 86, \$2,235; 218, \$1,500.

Class 159. Boston—220 lbs. brass rod—Bidder 75, \$59.40; 181, *\$49.94.

Class 160. Boston—1,800 lbs. sheet brass—Bidder 25, \$485; 34, \$441; 42, \$441; 75, \$494; 93, \$441; 163, \$422; 166, \$421.80; 208, *\$380; 216, \$441.

Class 161. Boston—2,000 lbs. sheet copper—Bidder 13, \$450; 25, \$450; 42, \$450; 54, \$450; 75, \$500; 93, \$450; 98, *\$432; 109, \$450; 165, \$437; 166, \$460; 209, \$450.

Class 162. Boston—28,500 lbs. bar iron—Bidder 134, \$1,111.50; 228, *\$969.

Class 163. Boston—6,100 lbs. bar machinery steel—Bidder 44, \$213.50; 54, \$167.75; 111, \$305; 126, \$274.50; 130, *\$122; 206, \$175.60.

Class 164. Boston—8,600 lbs. cold rolled steel—Bidder 54, \$275.14; 111, *\$249.51; 206, \$273.25.

†Class 165. Boston—Round annealed tool steel—Bidder 22, \$2,108.20; 24, \$2,895.55; 44, \$2,952.60; 54, \$4,428.90 and \$2,952.60; 58, \$2,790.10; 75, \$2,684.67; 111, \$2,842.01; 130, \$2,375.46; 206, \$3,576.86; 213, \$4,055.50.

†Class 166. Boston—Polished drill rod—Bidder 54, \$57.05; 75, \$72.44; 104, \$37.48; 111, \$48.30; 125, \$150.30; 206, \$59.64.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 167. Boston—3,000 lbs. corrugated sheet steel—Bidder 13, \$92.70; 42, \$88.50; 75, \$105; 104, \$87; 111, \$99.70; 124, \$91.50; 128, \$96; 149, \$88.50; 197, \$97.50.

Class 168. Boston—5,000 lbs. pig tin—Bidder 42, \$1,849; 75, \$1,850; 93, \$1,860; 124, \$2,020; 128, \$1,950; 140, \$1,855; 165, \$1,850; 214, \$1,837.50.

Class 169. Boston—3,000 lbs. slab zinc—Bidder 42, \$1,929; 75, \$1,912.50; 94, \$1,935; 128, \$2,250; 140, \$1,920; 165, \$1,950; 197, \$2,475; 214, \$1,950; 228, \$3,000.

Class 170. Boston—30,000 lbs. boiler zinc—Bidder 42, \$2,091; 75, \$2,325; 94, \$2,130; 111, \$2,244; 124, \$2,265; 128, \$2,139; 150, \$2,280; 165, \$2,172; 181, \$2,287.50; 214, \$2,175; 228, \$3,000.

Class 171. Boston—352 lbs. Tuck's packing—Bidder 36, \$211.25; 83, \$182; 108, \$140.25; 153, \$195; 181, \$211.25; 225, \$195; 171, \$156.

Class 172. Boston—400 lbs. flax packing—Bidder 108, \$72; 135, \$72; 153, \$64; 181, \$80; 189, \$74; 225, \$160; 228, \$96.

Class 173. Withdrawn.

Class 174. Boston—1,500 ft. deck hose—Bidder 36, \$825; 83, \$810; 181, \$900; 225, \$900.

Class 175. Boston—20,000 lbs. white zinc—Bidder 62, \$1,600; 120, \$1,530; 129, \$1,404.

Class 176. Boston—Paint, colors, etc.—Bidder 62, \$588.45; 97, \$621.13; 101, \$636.60; 120, \$613.15; 129, \$757; 188, \$650.25.

Class 177. Boston—2,000 gals. cylinder oil—Bidder 35, \$560; 57, \$487.50; 59, \$600; 71, \$490; 210, \$600; 211, \$504; 217, \$590.

Class 178. Boston—5,000 gals. lubricating oil—Bidder 35, \$1,575; 57, \$1,668.75; 59, \$1,700; 71, \$1,700; 210, \$1,750; 211, \$1,207.50; 217, \$1,725.

Class 179. Boston—2,000 gals. boiled linseed oil—Bidder 49, \$1,120; 59, \$980; 71, \$970.40; 99, \$1,199; 162, \$960; 188, \$1,038.

Class 180. Boston—4,000 gals. raw linseed oil—Bidder 49, \$2,200; 71, \$1,800.20; 99, \$2,358; 162, \$1,880; 188, \$2,036.

Class 181. Boston—1,000 gals. japan dryer—Bidder 32, \$880; 35, \$750; 37, \$850; 49, \$760; 59, \$870; 62, \$910; 101, \$1,040; 120, \$1,000; 129, \$825; 132, \$825; 195, \$940.

Class 182. Boston—1,000 gals. asphaltum varnish—Bidder 32, \$790; 37, \$740; 49, \$690; 59, \$620; 62, \$880; 101, \$787.50; 120, \$920; 129, \$825; 132, \$750; 147, \$770; 195, \$870.

Class 183. Boston—800 lbs. carbonate of potash—Bidder 64, \$68; 87, \$60; 99, \$62.96; 188, \$61.60; 192, \$76.

Class 184. Boston—6,000 lbs. sodium carbonate—Bidder 73, \$145.20; 83, \$810; 87, \$180; 99, \$148.20; 188, \$128.40; 192, \$306.

Class 185. Boston—500 lbs. lubricating graphite—Bidder 20, \$94.95; 43, \$75; 59, \$62.50; 94, \$75; 97, \$69.50; 99, \$64.35; 124, \$75; 130, \$65; 144, \$75; 188, \$60.37; 211, \$47.50; 225, \$75; 120, \$70.

Class 186. Boston—500 pts. lacquer luster—Bidder 43, \$240; 89, \$210.

Class 187. Boston—3,000 lbs. polishing paste—Bidder 29, \$195; 59, \$179.70; 99, \$217.20; 121, \$232.50; 124, \$312; 188, \$345.

Class 188. Boston—2,000 lbs. petrolatum—Bidder 43, \$137; 64, \$90; 71, \$90; 97, \$139.60; 99, \$117.40; 181, \$100; 188, \$89.60; 210, \$100.

Class 189. Boston—90 lbs. bronze powder—Bidder 49, \$49.80; 62, \$51; 87, \$47.40; 97, \$37.50; 99, \$55.20; 120, \$37.20; 181, \$36.30; 188, \$36.60.

Class 190. Boston—1,500 lbs. brown glue—Bidder 4, \$225; 6, \$165; 22, \$166.50; 49, \$191.25; 87, \$180; 97, \$183.75; 99, \$208.50; 181, \$255; 188, \$160.50; 207, \$180; 211, \$164.55.

Class 191. Boston—1,200 pts. Le Page's glue—Bidder 6, \$27.60; 49, \$36.60; 74, \$30; 87, \$27; 97, \$41.40; 99, \$37.80; 104, \$33.60; 124, \$38.40; 164, \$37.60; 181, \$37.50; 188, \$37.50.

Class 192. Boston—960 bath brick—Bidder 43, \$28.80; 97, \$28.80; 99, \$29.57; 124, \$38.40; 188, \$28.51.

Class 193. Boston—500 lbs. chloride of calcium—Bidder 43, \$12.50; 64, \$14; 70, \$27.50; 87, \$25; 97, \$24.75; 99, \$19.50; 188, \$13; 192, \$26.25.

Class 194. Boston—300 lbs. beeswax—Bidder 43,

\$106.50; 49, \$84; 74, \$105; 87, \$103.50; 97, \$106.50; 99, \$110.70; 125, \$114; 181, \$108; 188, \$101.25.

Class 195. Boston—Seamless brass and copper pipe—Bidder 9, \$2,451; 25, \$2,532; 34, \$2,556; 109, \$2,451; 128, \$2,507.50; 163, \$2,482.50; 166, \$2,425.90.

Class 196. Boston—9,000 ft. wrought-iron pipe—Bidder 110, \$607.50.

Class 197. Boston—10 doz. brass globe valves—Bidder 103, \$1,260; 104, \$50; 107, \$62.88; 110, \$40; 123, \$39; 124, \$54.40; 135, \$39.98; 157, \$36; 174, \$41.40; 181, \$33; 225, \$42.

Class 198. Boston—Caps, bushings, couplings, cocks, and unions—Bidder 104, \$380.74; 107, \$376.25; 124, \$409.25; 181, \$484.20; 225, \$639.70.

Class 199. Boston—Elbows, locks, nuts, and plugs—Bidder 110, \$52.55; 124, \$38.55; 181, \$50.73; 225, \$55.05.

Class 200. Boston—Typewriter paper—Bidder 124, \$655.15; 143, \$605.50; 155, \$601.50; 202, \$661.70; 210, \$518.37.

Class 201. Boston—Miscellaneous stationery supplies—Bidder 46, \$623.14; 143, \$575.63; 202, \$617.02.

Class 202. Boston—30,000 lbs. cotton waste—Bidder 102, \$2,919; 111, \$2,679; 139, \$2,250; 168, \$2,400; 169, \$2,775; 181, \$2,925; 225, \$4,600; 228, \$2,775; 226, \$2,531.25.

OPENED FEBRUARY 20, 1906.

Bidder 1. Abraham & Straus, 420 Fulton street, Brooklyn, N. Y.

2. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.

3. American Ship Windlass Co., Providence, R. I.

4. Acme Steam Gauge and Valve Manufacturing Co., 230 Camden street, Boston, Mass.

5. F. S. Banks & Co., 90 Wall street, New York.

6. Bethlehem Steel Co., South Bethlehem, Pa.

7. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.

8. Bliven & Carrington, 116 Broad street, Philadelphia, Pa.

9. Brooklyn Varnish Manufacturing Co., 35 Nosstrand avenue, Brooklyn, N. Y.

10. E. W. Bliss Co., Adams and Plymouth streets, Brooklyn, N. Y.

11. Brown-Wales Co., 69 Purchase street, Boston, Mass.

12. Baldwin Steel Co., 107 John street, New York.

13. Baker & Hamilton, 2 Pine street, San Francisco, Cal.

14. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

15. John H. Broughton, Portsmouth, N. H.

16. Broderick & Bascom Rope Co., 805 Main street, St. Louis, Mo.

17. George F. Blake Manufacturing Co., 114 Liberty street, New York.

18. Boston Steam Specialty Co., 168 Congress street, Boston, Mass.

19. Bullard Machine Tool Co., Bridgeport, Conn.

20. Boston Belting Co., 256 Devonshire street, Boston, Mass.

21. Brown & Sharp Manufacturing Co., Providence, R. I.

22. Blacker & Shepard Co., 550 Albany street, Boston, Mass.

23. H. H. Barton & Son Co., 222 Market street, Philadelphia, Pa., informal, no guaranty.

24. James Clendenin, Thames and Caroline streets, Baltimore, Md.

25. Emil Calman & Co., 299 Pearl street, New York.

26. Case Manufacturing Co., Columbus Ohio.

27. Carnegie Steel Co., Pittsburg, Pa.

28. Crucible Steel Co. of America, Box 75, Pittsburg, Pa.

29. A. S. Carmen, Selby, Cal.

30. Chapman Valve Manufacturing Co., Indian Orchard, Mass.

31. California Electrical Works, 642 Folsom street, San Francisco, Cal.

*Accepted.

Schedule of proposals for naval supplies—Continued.

32. P. J. Cannon, 419 Wilson avenue, Columbus, Ohio.
33. Commercial Electrical Supply Co., St. Louis, Mo.
34. California City Rock Co., 543 California street, San Francisco, Cal.
35. Crane Co., Seattle, Wash.
36. R. P. Clark Co., Washington, D. C.
37. W. W. Clark & Son, Monument and Forrest streets, Baltimore, Md.
38. Carpenter Steel Co., Reading, Pa.
39. Crew-Levick Co., 113 Arch street, Philadelphia, Pa.
40. J. B. Dauche, 116 Broad street, New York.
41. Dennet & McCarty, 40 Market street, Portsmouth, N. H.
42. Driver-Harris Wire Co., Newark, N. J.
43. Drew Machinery Agency, Manchester, N. H.
44. Abner Doble Co., 200 Fremont street, San Francisco, Cal.
45. Dunham, Carrigan & Hayden, 19 Beale street, San Francisco, Cal.
46. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
47. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
48. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
49. Fort Wayne Electric Works, Fort Wayne, Ind.
50. Henry Frank, 40 Spruce street, New York.
51. Fiske Bros. Refining Co., 15 Old Slip, New York.
52. J. A. Fay & Egan Co., 120 Broadway, New York.
53. George B. French Co., Portsmouth, N. H.
54. Marshall Field & Co., 200 Adams street, Chicago, Ill.
55. Fitz, Dana & Co., 110 North street, Boston, Mass.
56. Walter H. Foster Co., 114 Liberty street, New York.
57. Fairbanks Co., 416 Broome street, New York.
58. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
59. Gutta Percha Rubber Co., 126 Duane street, New York.
60. General Electric Co., Schenectady, N. Y.
61. Richard H. Grey, 123 California street, San Francisco, Cal.
62. Ellis A. Gimbel, Market and 9th streets, Philadelphia, Pa.
63. Grassilee Chemical Co., 60 Wall street, New York.
64. Garvin Machine Co., Spring and Varick streets, Philadelphia, Pa.
65. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
66. General Chemical Co., 25 Broad street, New York.
67. A. D. Granger Co., 95 Liberty street, New York.
68. Arthur Gamwell, Seattle, Wash.
69. Wm. Gieger, 97 Warren street, New York.
70. A. Hansbach Co., 305 First avenue, Seattle, Wash.
71. Wm. H. Healy, 95 Market street, San Francisco, Cal.
72. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.
73. T. P. Howell & Co., New and Putnam streets, New York.
74. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
75. Harrington, King & Co., 79 Commercial street, Boston, Mass.
76. Hallidie Machinery Co., Seattle, Wash.
77. Handlan-Buck Manufacturing Co., St. Louis, Mo.
78. Hendy Machine Co., Torrington, Conn.
79. R. C. Hoffman & Co., Drawer O, Baltimore, Md.
80. The Hartman Co., 1235 N. Front street, Philadelphia, Pa.
81. Hadwin Houghton, 117 Fulton street, New York.
82. Helios Manufacturing Co., Philadelphia, Pa.
83. Wm. H. Horstmann Co., 5th and Cherry streets, Philadelphia, Pa.
84. C. E. Hertline, 524 Broadway, New York.
85. Hirschberg & Co., 15 Waverly place, New York.
86. Wm. G. Johnson, 501 First avenue, Seattle, Wash.
87. Jenkins Manufacturing Co., 13 Park Row, New York.
88. Thomas Kelly, 958 Third avenue, New York.
89. J. B. Kendall, Washington, D. C.
90. E. F. Keating Co., 452 Water street, New York.
91. Kursheedt Manufacturing Co., 356 West Broadway, New York.
92. Ludlow Valve Manufacturing Co., Troy, N. Y.
93. J. Lewin, 118 Chambers street, New York.
94. Lucent Oil Co., 63 N. 2d street, Philadelphia, Pa.
95. Lord & Taylor, Broadway and 20th street, New York.
96. R. H. Macy & Co., Broadway and 34th street, New York.
97. P. R. Mitchell Co., 185 Canal street, New York.
98. Monongahela Iron and Steel Co., Pittsburg, Pa.
99. J. L. Mott Iron Works, 90 Beekman street, New York.
100. J. W. Masury & Son, Box 1012, New York.
101. Mattituck Manufacturing Co., Waterbury, Conn.
102. Manufacturers' Can Co., 434 Mulberry street, Newark, N. J.
103. Montgomery & Co., 105 Fulton street, New York.
104. W. B. Moses & Sons, Washington, D. C.
105. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
106. Motley, Green & Co., 66 Broad street, New York.
107. Manhattan Supply Co., 127 Franklin street, New York.
108. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
109. Manning, Maxwell & Moore, 85 Liberty street, New York.
110. Newport Engineering Works, Newport, R. I.
111. National Electrical Supply Co., Washington, D. C.
112. New York Woven Label Manufacturing Co., 262 Canal street, New York.
113. Northern Electrical Manufacturing Co., Madison, Wis.
114. Northern Engineering Works, Detroit, Mich.
115. Niagara Radiator Co., Washington, D. C.
116. New Jersey Foundry and Machinery Co., 9 Murray street, New York.
117. Neville & Grubb, Portsmouth, Va.
118. New York Woven Wire Mattress Co., 225 W. 28th street, New York.
119. Niles-Bement-Pond Co., 111 Broadway, New York.
120. New York Belting and Packing Co., 91 Chambers street, New York.
121. New York Lubricating Oil Co., 116 Broad street, New York.
122. George A. Ohl, 155 Oraton street, Newark, N. J.
123. Oliver Machinery Co., Grand Rapids, Mich.
124. J. Edward Ogden Co., 147 Cedar street, New York.
125. The Porter Co., 194 Water street, New York.
126. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
127. Platt Iron Works Co., Dayton, Ohio.
128. Pratt & Whitney Co., Hartford, Conn.
129. Pacific Hardware and Steel Co., 700 7th street, San Francisco, Cal.
130. Prentiss Tool and Supply Co., 115 Liberty street, New York.
131. Queen City Brass and Iron Works, Spring Grove avenue, Cincinnati, Ohio.

Schedule of proposals for naval supplies—Continued.

132. John T. Regan, 480 Thames street, Newport, R. I.
 133. Royce & Ricketts, Washington, D. C.
 134. Edwin Ross, 205 La Salle street, Chicago, Ill.
 135. Richards & Co., 200 Causeway, Boston, Mass.
 136. J. B. Roach, 350 Fulton street, New York.
 137. Thomas R. Reilly, Washington, D. C.
 138. John A. Roebling Sons Co., 117 Liberty street, New York.
 139. W. & J. Sloan, 114 Post street, San Francisco, Cal.
 140. Sheet Metal Manufacturing Co., Niles, Ohio.
 141. W. & J. Sloan, Broadway and 19th street, New York.
 142. Sprague Electric Co., 527 W. 34th street, New York.
 143. Stokes Bros. Co., 30th street, below Chestnut, Philadelphia, Pa.
 144. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
 145. Thomas W. Smith, Washington, D. C.
 146. Siegel-Cooper Co., 18th street and Sixth avenue, New York.
 147. Stanley Galvanized Iron Electric Manufacturing Co., 29 Broadway, New York.
 148. Southard & Co., 11 Broadway, New York.
 149. Sherman-Brown-Clements Co., 55 Dey street, New York.
 150. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
 151. Standard Oil Co., Maryland Trust Building, Baltimore, Md.
 152. Smith-Courtney Co., Richmond, Va.
 153. Standard Underground Cable Co., Westinghouse Building, Pittsburg, Pa.
 154. George H. Tay Co., 51 Tay street, San Francisco, Cal.
 155. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
 156. George C. Thomas, 26 Cortlandt street, New York.
 157. Universal Supply Co., 290 Broadway, New York.
 158. Ballantyne & Co., 257 Broadway, New York.
 159. H. A. Vincent, 11 Broadway, New York.
 160. Valvoline Oil Co., 1001 N. 5th street, Philadelphia, Pa.
 161. Vermilye & Power, 17 Battery place, New York.
 162. Warnock Uniform Co., 19 W. 31st street, New York.
 163. Williamson Bros. Co., Cumberland street, Philadelphia, Pa.
 164. John D. Westbrook, 265 Watt street, Norfolk, Va.
 165. Whiting Foundry Equipment Co., Harvey, Ill.
 166. Peter Woll & Sons, Hancock and Berks streets, Philadelphia, Pa.
 167. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 168. Western Electric Co., 463 West street, New York.
 169. John Wanamaker, New York.
 170. Joseph Abrahams, 222 South street, Philadelphia, Pa.
 171. Brill Bros., 279 Broadway, New York.
 Class 1. New York—Cap ribbons—Bidder 83, \$29,700; 84, *\$29,000; 85, informal, three samples; 91, \$29,480; 112, \$30,000; 157, \$27,474; 162, \$29,910; 170, \$31,940; 171, \$33,280.

SCHEDULE 337.—Bureau of Yards and Docks.

- Class 11. Mare Island—1,200 cu. yds. broken stone—Bidder 29, \$2,076; 34, *\$2,040; 71, \$2,280; 75, \$1,149.80.
 Class 12. Mare Island—500 cu. yds. coarse concrete sand—Bidder 29, \$615; 71, *\$575.
 Class 13. Puget Sound—1,500 ft. standard steel pipe—Bidder 35, \$116.68; 68, \$134.30; 70, *\$109.50; 76, \$116.50; 107, \$166.40.

Class 14. Puget Sound—A quantity of cast-iron pipe fittings, etc.—Bidder 35, *\$169.81; 45, \$222.70; 70, \$194.55; 76, \$357.48; 154, \$182.87.

Class 15. Puget Sound—54 radiator valves, 2 straightway valves, and 1 pressure reducing valve—Bidder 35, *\$75.63; 45, \$125.01; 70, \$105.20; 76, \$179.52; 77, \$130.30; 107, \$113.48; 154, \$81.47.

Class 16. Puget Sound—1,032 sq. ft. radiators—Bidder 35, \$334.68; 70, *\$334.36; 115, \$377.82; 154, \$361.20.

SCHEDULE 338.—Bureau of Equipment.

Class 21. Mare Island—525 yds. velour cloth and 513 yds. momic cloth—Bidder 107, *\$2,409.27; 139, \$2,747.52.

Class 22. Mare Island—550 brass vestibule brackets, 40 gross rings, 25 gross brass screws, etc.—Bidder 35, \$648; 107, \$363.20; 139, *\$320.57.

Class 23. Puget Sound—1 cornice brake—Bidder 76, *\$231; 122, \$535.

Class 24. Puget Sound—1 power gap shears—Bidder 76, *\$891; 77, \$1,150.

Class 25. Puget Sound—Niagara tools—Bidder 76, *\$317.27; 86, \$342.71; 126, \$415.45.

Class 26. Puget Sound—1 fire pot and 4 pairs bench snips—Bidder 45, \$29.16; 68, \$34.50; 86, *\$26.10.

Class 27. Puget Sound—294 ft. white-oak timber—Bidder 47, \$51.45; 68, *\$47.04.

Class 28. Puget Sound—7,019 ft. Oregon pine—Bidder 29, \$245.66; 47, \$421.14; 68, *\$364.98.

Class 29. Puget Sound—6 Oregon pine spars—Bidder 29, \$270; 68, *\$205.50.

Class 30. Mare Island—1,800 ft. brass rod—Bidder 24, \$124.95; 45, \$201; 61, \$161.70; 74, \$133.94; 129, *\$124.11; 139, \$210.

Class 31. Puget Sound—7,900 lbs. bar iron—Bidder 7, \$323.90; 45, \$197.10; 61, \$220.41; 68, \$335.25; 76, \$209.35; 86, *\$193.55; 98, \$387.10; 129, \$213.30.

Class 32. Puget Sound—1,000 ft. brass tubing—Bidder 7, \$550; 45, \$219; 61, \$475; 129, *\$147.50; 139, \$230.

SCHEDULE 339.—Bureau of Construction and Repair.

Class 41. Mare Island—1 motor-driven outfit—Bidder 31, \$250; 60, *\$181.50; 113, \$217; 142, \$188.50.

Class 42. Mare Island—Resistance wire and ribbon—Bidder 31, units only; 33, \$156.40; 42, *\$146.90; 168, \$159.20.

Class 43. Mare Island—2 chuck planers—Bidder 72, \$45.50; 77, *\$43.50; 136, \$50.40.

SCHEDULE 340.—Bureau of Steam Engineering.

Class 51. Mare Island—5,000 lbs. hexagon nuts, 600 lbs. machine bolts, 400 lbs. bolts and nuts, 300 lbs. rivets—Bidder 13, \$610; 45, *\$585.25; 61, \$698.75; 89, \$688.50; 129, \$851; 149, \$598.20.

Class 52. Mare Island—10 lbs. piano wire, 500 iron set screws, 3,000 spring cotters—Bidder 126, *\$15.15.

Class 53. Mare Island—About 6,000 lbs. tool steel—Bidder 5, \$575.41; 6, informal, part of class; 12, \$829.57; 13, \$941.21; 28, \$514.85; 38, *\$484.56; 44, \$945.96; 61, \$715.92; 68, \$491.84; 129, \$801.00.

Class 54. Mare Island—13,868 lbs. angle and bar steel—Bidder 13, \$374.43; 27, \$450.71; 38, \$861.65; 45, *\$343.92; 61, \$400.78; 68, \$379.98; 129, \$402.17.

Class 55. Mare Island—17,233 lbs. bar steel—Bidder 6, \$947.81; 28, \$775.49; 61, \$842.69; 68, *\$592.81.

Class 56. Mare Island—39,798 lbs. steel billets—Bidder 6, \$2,188.89; 28, \$1,790.91; 61, \$1,866.52; 79, \$3,144.04; 89, *\$1,273.54.

Class 57. Mare Island—36,990 lbs. sheet steel—Bidder 13, \$1,091.20; 27, \$1,272.46; 45, *\$1,009.82; 61, \$1,098.60; 79, \$1,013.53; 89, \$1,220.67; 129, \$1,109.70; 140, \$1,109.70.

Class 58. Mare Island—158 heavy brass unions—Bidder 61, \$73.44; 87, \$34.55; 107, \$100.80; 154, *\$30.45.

*Accepted.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 341.—Bureau of Navigation.**

Class 61. Annapolis—One hand power single eye beam traveling crane—Bidder 26, \$400; 109, \$380; 114, \$345; 116, \$563; 119, \$525; 124, \$333; 156, \$375; 165, \$460.

SCHEDULE 342.—Bureau of Ordnance.

Class 71. Portsmouth—One engine lathe—Bidder 64, \$904; 78, \$1,100; 109, \$878; 119, \$750; 133, \$484.

Class 72. Portsmouth—One tool maker's lathe—Bidder 76, \$764; 128, \$592.

Class 73. Portsmouth—One improved jointer and facing machine—Bidder 52, \$340; 123, \$520.

Class 74. Portsmouth—One grinding and polishing machine, electrically driven—Bidder 107, \$295; 113, \$260.

Class 75. Portsmouth—One No. 2 universal milling machine—Bidder 14, \$1,112; 21, \$1,208; 64, \$1,175; 78, \$1,125; 109, \$1,120; 119, \$1,192; 130, \$1,230; 1265, \$1,169, and \$1,212.

Class 76. Portsmouth—One band sawing machine—Bidder 52, \$505; 77, \$400; 123, \$724.

SCHEDULE 334.—Bureau of Construction and Repair.

Class 81. Norfolk—One 16-in. swing screw-cutting engine lathe—Bidder 57, \$920; 118, \$615; 152, \$810.

Class 82. New York—One 14-in. saw bench—Bidder 52, \$535; 123, \$589.

Class 83. New York—One 26-in. single cylinder planing machine—Bidder 52, \$785; 123, \$653.

Class 84. Norfolk—One 76-in. motor-driven turning mill—Bidder 19, \$4,444.50 and \$4,000; 56, \$4,900; 119, \$5,255 and \$5,555; 130, \$4,020.

†Class 85. New York—One 60-horsepower upright tubular boiler—Bidder 43, \$569 and \$694; 67, \$692 and \$792; 106, \$495; 156, \$492.50; 161, \$432.

Class 86. New York—Two duplex feed pumps—Bidder 17, \$108; 43, \$124; 127, \$121.75; 133, \$124.50; 161, \$167.

Class 87. New York—Two steam winches—Bidder 3, \$1,880; 163, \$2,350.

Class 88. League Island—Two steam winches—Bidder 3, \$1,730; 163, \$2,300.

Class 89. League Island—One steam windlass—Bidder 3, \$1,325; 3, \$1,265.

SCHEDULE 350.—Yards and Docks.

Class 91. New York—24 direct-current arc lamps—Bidder 49, \$240; 60, \$240; 69, \$264; 82, \$225.36; 111, \$255.60; 133, \$331; 147, \$240.

Class 92. New York—4,350 ft. rubber-covered wire—Bidder 60, \$243.95; 111, \$287.75; 153, \$233.52; 168, \$275.60.

Class 93. New York—3 panel boards—Bidder 60, \$170; 168, \$190.

Class 94. New York—Electrical supplies—Bidder 69, \$187.26; 103, \$213.85; 168, \$159.70.

SCHEDULE 351.—Equipment.

Class 101. New York—Oriental rugs—Bidder 1, \$1,409.35; 1, \$134.35; 54, \$1,329.86 and \$1,356.15; 62, \$1,409.75; 88, \$1,484.80; 95, \$1,272.75; 95, \$105.50; 96, \$1,735.83; 104, \$1,555.24; 141, \$1,208.79; 141, \$699.01; 146, \$2,348.95; 169, \$1,793.10.

Class 102. New York—600 cakes plate powder—Bidder 7, \$144; 107, \$126; 136, \$107.40.

Class 103. New York—Chimney for box lamps, lenses for ship lanterns, etc.—Bidder 109, \$87.76; 125, \$73.60.

Class 104. New York—500 pra. hand irons—Bidder 101, \$1,450; 103, \$1,425; 107, \$1,250; 109, \$1,430.

Class 105. New York—600 marlin spikes, 60 sail prickers, and 500 finishing leads—Bidder 93, \$18.60; part; 107, \$500.40; 109, \$536; 136, \$507.40.

*Accepted.

SCHEDULE 352.—Ordnance.

Class 111. Washington—9,000 ft. best steel-wire hoisting rope—Bidder 5, \$1,212; 11, \$1,149.80; 16, \$1,149.80 and \$1,819.20; 24, \$1,192.50; 68, \$1,189.60; 89, \$1,262.70; 103, \$1,113; 107, \$1,112; 116, \$1,120.60; 138, \$1,149.80; 150, \$1,162.10; 156, \$1,075.50.

Class 112. Washington—3,000 ft. No. 2 white pine—Bidder 2, \$1,200; 47, \$1,200; 48, \$1,200; 65, \$1,417.50; 68, \$2,040; 137, \$1,477.50; 143, \$1,050; 145, \$1,170; 167, \$1,395.

Class 113. Newport—2 adjusting stands—Bidder 10, \$250; 132, \$197.

Class 114. Newport—12 transporting straps—Bidder 10, informal; 110, \$198; 116, \$177; 132, \$198; 156, \$252.

Class 115. Newport—3-deck type trucks—Bidder 10, \$240; 107, \$107.70; 124, \$180; 132, \$165.

Class 116. Newport—6 impulse sectors—Bidder 10, \$162; 132, \$118.50.

Class 117. Washington—1,000,000 lbs. anhydrous acids—Bidder 63, \$52,640; 66, \$53,120.

Class 118. Newport—10 pressure gages—Bidder 4, \$196; 10, \$1,360; 149, \$124.

SCHEDULE 153.—Construction and Repair.

Class 121. Portsmouth—200 spools Barbour's linen thread—Bidder 36, \$31; 41, \$18.74; 53, \$31.50.

Class 122. Portsmouth—37 wire mattresses—Bidder 96, informal; 118, \$152.

Class 123. Portsmouth—500 yds. mattress ticking, 1,500 yds. tape, 6,000 mattress tufts, and 20 lbs. mattress twine—Bidder 36, \$124.70; 41, \$122.44; 53, \$108.35; 96, informal; 107, \$159.

Class 124. Portsmouth—500 lbs. curled hair—Bidder 27, \$185; 96, \$200; 97, \$167.25; 134, \$182.40; 155, \$179.85; 166, \$175.95.

Class 125. League Island—1,200 lbs. iron wire—Bidder 7, \$34.88; 107, \$34.40; 108, \$35.60; 150, \$30.25.

Class 126. New York—5,000 paint cans—Bidder 37, \$449.50; 102, \$423.75; 109, \$433.50; 159, \$412.50.

Class 127. Portsmouth—6 rolls Barton's best garnet cloth—Bidder 37, \$56.52; 41, \$67.50; 77, \$56.10; 134, \$51.42.

Class 128. New York—Machine bolts—Bidder 58, \$197.76; 77, \$357.90; 103, \$341.70; 107, \$349.20.

Class 129. Portsmouth—Cup hooks and catches—Bidder 103, \$131.80; 107, \$147.97; 136, \$267.50; 150, \$146.40.

Class 130. Boston—Piano wire, twist drills, augers, gages, and levels—Bidder 58, \$53.05; 77, \$96.70; 103, \$52.70; 150, \$57.38.

Class 131. Portsmouth—400 sq. ft. upholsterers' leather—Bidder 50, \$96; 53, \$131; 73, \$120 and \$88.

Class 132. Portsmouth—225 lbs. rigging leather—Bidder 37, \$99; 50, \$94.50; 150, \$123.75.

Class 133. Portsmouth—18,000 ft. oak—Bidder 15, \$666; 22, \$629.10; 32, \$772.50; 47, \$540; 68, \$1,296.

Class 134. Portsmouth—100,000 ft. yellow pine timber—Bidder 47, \$4,750; 48, \$4,978; 68, \$9,400; 148, \$4,450.

Class 135. League Island—2,000 lbs. channel steel—Bidder 7, \$56.80; 24, \$49; 27, \$44.30.

†Class 136. League Island—Spring steel, piano wire, etc.—No bids.

Class 137. League Island—Polish steel, drill rods—Bidder 5, \$195.81; 28, \$171.78; 57, \$182.07; 77, \$105.45; 103, \$153.48; 150, \$174.89.

Class 138. Boston—250 lbs. spelter—Bidder 24, \$37.25; 55, \$45.62; 135, \$50.

Class 139. League Island—1,200 lbs. sheet zinc—Bidder 24, \$96; 68, \$126; 108, \$102.

Class 140. Boston—240 ft. special tube naphtha-conducting hose—Bidder 20, \$96; 59, \$72; 120, \$58.80.

Class 141. New York—1,875 gals. ferric-oxide varnish—Bidder 9, \$2,718.75; 25, \$2,718.75; 40, \$2,212.50; 46, \$2,493.75; 81, \$3,656.25; 100, \$2,531.25; 144, \$2,531.25.

Class 142. New York—2,000 gals. Japan drier—Bidder 9, \$1,780; 25, \$2,000; 37, \$1,000; 40, \$1,680; 46, \$1,540; 81, \$2,100; 100, \$1,700; 144, \$1,820; 158, \$1,900.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 143. Boston—Hydraulic pipe and fittings—Bidder 18, \$195.92; 90, *\$85.80; 105, \$99.20; 107, \$91.64.

Class 144. Boston—36 check and gate valves—Bidder 30, \$370.86; 57, *\$139.50; 80, \$409.12; 92, \$380.60; 105, \$175.

Class 145. Portsmouth—1 porcelain basin and 24 mirrors—Bidder 18, \$276; 87, *\$327.70; 90, \$152.50; 99, \$345.75.

SCHEDULE 354.—Steam Engineering and Supplies and Accounts.

Class 151. Norfolk—1 chain hoist, 1 set wrenches, 5 shovels, 1 lamp, 6b thermometers, etc.—Bidder 103, \$83.40; 107, \$73.40; 109, *\$61.52; 117, \$104.85; 136, \$105.26; 150, \$78.73.

Class 152. Norfolk—36 gaskets—Bidder 117, *\$24.

Class 153. Norfolk—10,000 gals. lubricating oil—Bidder 8, \$3,150; 39, *\$3,045; 40, \$3,400; 51, \$3,900; 94, \$3,200; 117, \$3,400; 121, \$4,500; 151, \$4,500; 160, \$4,500.

Class 154. Norfolk—Copper pipe and brass and copper fittings—Bidder 87, \$316.51; 107, *\$190.50; 151, \$210.57.

Class 155. Norfolk—Angle and globe valves—Bidder 77, \$250.98; 80, \$248.76; 87, \$912.84; 90, \$266.76; 107, \$440.64; 131, \$254.76; 151, \$537.66; 164, *\$246.36.

OPENED FEBRUARY 27, 1906.

- Bidder 1. American Well Works, Aurora, Ill.
2. J. J. Adams & Co., Greenpoint avenue, Brooklyn, N. Y.
3. American Lumber and Manufacturing Co., Publication Building, Pittsburg, Pa.
4. R. P. Andrews Paper Co., Washington, D. C.
5. Abraham & Strauss, Brooklyn, N. Y.
6. Austin Manufacturing Co., 315 Dearborn street, Chicago, Ill.
7. American Steel and Wire Co., 24 State street, New York.
8. The American Distributing Co., 50 Stone street, New York.
9. American Glue Co., 121 Beverly street, Boston, Mass.
10. American Electric Fuse Co., Chicago, Ill.
11. Armour & Co., 205 La Salle street, Chicago, Ill.
12. American Conduit Manufacturing Co., Pittsburg, Pa.
13. Almond W. Barnes, Eagle and West streets, Brooklyn, N. Y.
14. Boston Belting Co., 256 Devonshire street, Boston, Mass.
15. Benedict & Burnham Manufacturing Co., 37 Park place, New York.
16. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.
17. Bordens Condensed Milk Co., 108 Hudson street, New York.
18. Buffalo Forge Co., 490 Broadway, New York.
19. E. B. Badger & Sons Co., 75 Pitts street, Boston, Mass.
20. Bridgeport Brass Co., 253 Broadway, New York.
21. James Boyd & Bro., 14 N. 4th street, Philadelphia, Pa.
22. Buckeye Iron and Brass Works, Dayton, Ohio.
23. F. O. Boyd & Co., 71 Hudson street, New York.
24. Ferd Brenner Lumber Co., Norfolk, Va.
25. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.
26. Blacker & Shepard Co., 350 Albany street, Boston, Mass.
27. George F. Blake Manufacturing Co., 114 Liberty street, New York.
28. Oscar Barnett Foundry Co., 105 Hamilton street, Newark, N. J.
29. Broderick & Bascom Rope Co., 805 N. Main street, St. Louis, Mo.

30. E. C. Bliss Manufacturing Co., 116 Chestnut street, Providence, R. I.

31. Barber Asphalt Paving Co., Land Title Building, Philadelphia, Pa.

32. F. S. Banks & Co., 90 Wall street, New York.

33. Brawley & Smith, Broad and Chestnut streets, Philadelphia, Pa.

34. Crucible Steel Co. of America, Pittsburg, Pa.

35. The Columbia Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.

36. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.

37. H. F. Copeland, P. O. box 726, New York.

38. Cuyler & Mohler, 611 William street, Baltimore, Md.

39. Carnegie Steel Co., Pittsburg, Pa.

40. Clement-Restain & Co., 137 N. 2d street, Philadelphia, Pa.

41. Loftus H. Carr & Co., 72 Kent street, Brooklyn, N. Y.

42. R. B. Corey, 26 Cortlandt street, New York.

43. Joseph F. Currin, 56 Leonard street, New York.

44. W. E. Clark & Co., 120 Milk street, Boston, Mass.

45. Crew-Levick Co., 113 Arch street, Philadelphia, Pa.

46. James Clendenin, Thames and Caroline streets, Baltimore, Md.

47. R. P. Clarke Co., Washington, D. C.

48. Jos. Dixon Crucible Co., 68 Reade street, New York.

49. M. T. Davidson, 43 Keep street, Brooklyn, N. Y.

50. John B. Dauchy, 116 Broad street, New York.

51. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.

52. Drew Machinery Agency, Manchester, N. H.

53. Detroit White Lead Works, Detroit, Mich.

54. D'Olier Engineering Co., 121 S. 11th street, Philadelphia, Pa.

55. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

56. O. A. Danzenbaker, Washington, D. C.

57. Eastern Drug Co., 14 Fulton street, Boston, Mass.

58. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

59. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

60. Fairbanks Co., 610 Canal street, New Orleans, La.

61. Fiske Bros. Refining Co., 15 Old Slip, New York.

62. Fitz, Dana & Co., 110 North street, Boston, Mass.

63. Ellis A. Gimbel, Market and 9th streets, Philadelphia, Pa.

64. Wm. G. Gill & Son, 701 President street, Baltimore, Md.

65. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

66. General Electric Co., Schenectady, N. Y.

67. A. D. Granger Co., 95 Liberty street, New York.

68. H. C. Gable, Lebanon, Pa.

69. Wm. Geiger, 97 Warren street, New York.

70. Garrett-Miller Co., Wilmington, Del.

71. R. W. Geldart, 2 Stone street, New York.

72. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

73. C. G. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.

74. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.

75. Holtzer-Cabot Electric Co., Brookline, Mass.

76. Hadwin Houghton, 117 Fulton street, New York.

77. The Hartman Co., 1235 N. Front street, Philadelphia, Pa.

78. Abram L. Hirsh, 368 Greenwich street, New York.

79. Geo. R. Johnson, 1102 American Building, Baltimore, Md.

*Accepted.

Schedule of proposals for naval supplies—Continued.

80. H. W. Johns Manville Co., 100 William street, New York.
81. Jenkins Manufacturing Co., 13 Park Row, New York.
82. Kalt Lumber Co., 312 E. 64th street, New York.
83. E. T. Keating Co., 452 Water street, New York.
84. Thomas Kelly, 958 Third avenue, New York.
85. J. B. Kendall, Washington, D. C.
86. Louis H. Jones, box 666, Detroit, Mich.
87. Robert Leding, Washington, D. C.
88. Lucent Oil Co., 63 N. 2d street, Philadelphia Pa.
89. Little Giant Manufacturing Co., 88 Wall street, New York.
90. Lamb & Tilden, Washington, D. C.
91. R. Levick Son & Co., 720 Chestnut street, Philadelphia, Pa.
92. The Lunkenheimer Co., P. O. box 876, Cincinnati, Ohio.
93. J. H. Leonard & Co., 15 Park Row, New York.
94. F. H. Lovell & Co., Arlington, N. J.
95. Lamb, Finley & Co., 256 Church street, New York.
96. The Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
97. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
98. Montgomery & Co., 105 Fulton street, New York.
99. John W. Masury & Son, P. O. box 1012, New York.
100. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
101. W. B. Moses & Sons, Washington, D. C.
102. C. C. Mengel Bros. Co., 4th and G streets, Louisville, Ky.
103. Manning, Maxwell & Moore, 56 Liberty street, New York.
104. Maley Thompson & Moffett Co., 424 E. 31st street, New York.
105. Manhattan Supply Co., 127 Franklin street, New York.
106. A. Moses & Sons & Co., Inc., 73 Wooster street, New York.
107. R. H. Macy & Co., New York.
108. Michigan Condensed Milk Co., 44 Hudson street, New York.
109. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
110. Motley Green & Co., 66 Broad street, New York.
111. Manhattan Electrical Supply Co., 32 Cortlandt street, New York.
112. J. Gibson McIlvain & Co., 58th street and Woodland avenue, Philadelphia, Pa.
113. Monongahela Iron and Steel Co., Pittsburg, Pa.
114. New Jersey Foundry and Machine Co., Murray street, New York.
115. New York Boat Oar Co., 60 West street, New York.
116. Norton Emery Wheel Co., Worcester, Mass.
117. New York Shellac Co., 229 Pearl street, New York.
118. National Electrical Supply Co., Washington, D. C.
119. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
120. National Wire Corporation, Fairmount avenue, New Haven, Conn.
121. The Okonite Co., Ltd., 253 Broadway, New York.
122. The Old Dominion Paper Co., Norfolk, Va.
123. The Oil Well Supply Co., 215 Water street, Pittsburg, Pa.
124. O. Jaffe & Pinkuts, 103 Franklin street, New York.
125. Pool & Macy, 191 Front street, New York.
126. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
127. Penn Metal Ceiling and Roofing Co., Ltd., 559 Atlantic avenue, Boston, Mass.
128. Palmer, Parker & Co., 103 Medford street, Charlestown, Mass.
129. Pettingill Andrews Co., 160 Pearl street, Boston, Mass.
130. The Porter Co., 194 Water street, New York.
131. Randolph Clowes Co., Waterbury, Conn.
132. John A. Roebling's Sons Co., Trenton, N. J.
133. Rudolph & West Co., Washington, D. C.
134. J. B. Roache, 350 Fulton street, New York.
135. R. P. Rowe, 100 William street, New York.
136. Edwin Ross, 205 La Salle street, Chicago, Ill.
137. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
138. The William C. Robinson Son Co., 336 North street, Baltimore, Md.
139. Republic Rubber Co., 47 Warren street, New York.
140. Rogers & Pyatt & Co., Inc., 17 Maiden Lane, New York.
141. John A. Roebling's Sons Co., 117 Liberty street, New York.
142. Rome Brass and Copper Co., Rome, N. Y.
143. Ross Lumber Co., Jamestown, N. Y.
144. Rahtjen's American Composition Co., 1 Broadway, New York.
145. H. Rosenthal & Bro., 418 W. Broadway New York.
146. Paul I. Reeves & Son, 1415 Catharine street, Philadelphia, Pa.
147. James W. Sederquist, 8 Oliver street, Boston, Mass.
148. Standard Electrical Manufacturing Co., 1432 Bedford avenue, Brooklyn, N. Y.
149. Seannevin & Potter, 247 Thames street, Newport, R. I.
150. Sheet Metal Manufacturing Co., Niles, Ohio.
151. B. F. Sturtevant Co., Hyde Park, Mass.
152. Stempel Fire Extinguisher Co., 250 N. 20th street, St. Louis, Mo.
153. Sanson & Rowland, 511 Commercial street, Philadelphia, Pa.
154. Smith & Dove Manufacturing Co., Andover, Mass.
155. Oscar Schlegel Manufacturing Co., 182 Grand street, New York.
156. Standard Mahogany Co., West and Freeman streets, Brooklyn, N. Y.
157. W. & J. Sloane, Broadway and 19th street New York.
158. Safety Armqrte Conduit Co., 704 Bailey-Ferrell Building, Pittsburg, Pa.
159. Siegel-Cooper Co., New York.
160. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
161. Southern Sawmill Co., Ltd., New Orleans, La.
162. Sherman, Brown, Clements Co., 55 Dey street, New York.
163. Stokes Bros. Co., Inc., 30th street, below Chestnut street, Philadelphia, Pa.
164. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
165. Sprague Electric Co., 527 W. 34th street, New York.
166. Edward A. Temple, 100 William street, New York.
167. A. C. Titers Co., 225 Thames street, Newport, R. I.
168. D. A. Tower, 306 Broadway, New York.
169. George C. Thomas, 26 Cortlandt street, New York.
170. Taunton New Bedford Copper Co., New Bedford, Mass.
171. Universal Supply Co., 290 Broadway, New York.
172. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
173. United States Gutta Percha Co., Providence, R. I.
174. Vermilye & Power, 17 Battery Place, New York.
175. James M. Vance & Co., 211 Market street, Philadelphia, Pa.
176. John M. Woods, 227 Bridge street East Cambridge, Mass.
177. Watson Machine Co., Paterson, N. J.
178. Walworth Manufacturing Co., 132 Federal street, Boston, Mass.

Schedule of proposals for naval supplies—Continued.

179. Walworth Construction and Supply Co., 100 Pearl street, Boston, Mass.
 180. Warren Steam Pump Co., 95 Liberty street, New York.
 181. Woodward Wight & Co., Ltd., 420 Canal street, New Orleans, La.
 182. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 183. Warren Chemical and Manufacturing Co., 17 Battery Place, New York.
 184. John D. Westbrook, Norfolk, Va.
 185. Western Electric Co., 463 West street, New York.
 186. W. A. Wood Co., 373 Atlantic avenue, Boston, Mass.
 187. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 188. John Wanamaker, New York.
 189. Watson, Hallett & Co., 85 Oliver street, Boston, Mass.
 190. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 191. W. P. Young & Bro., 35th street and First avenue, New York.
 192. Chandler & Farquhar, 36 Federal street, Boston, Mass.
 193. Allen Bruce Blakemore, 419 Carondelet street, New Orleans, La.
 194. Arthur Gamwell, Seattle, Wash.

SCHEDULE 349.

Class 1. 210,000 lbs. orange gum shellac—Bidder 117, \$110.145; 140, *\$107.940; 155, informal, sample not as specified.

SCHEDULE 355.—Yards and Docks.

- Class 11. New Orleans—5 gals. turpentine and 7 glass lights—Bidder 78, \$15; 181, *\$14.97.
 Class 12. Pensacola—5 sheaves for steel wire rope and 400 ft. $\frac{1}{2}$ -in. steel wire drilling cable—Bidder 1, \$110.03; 6, \$107; 29, informal, part of class; 105, \$188.50; 114, *\$104.62; 123, \$168.90; 132, \$167.47; 134, \$110.10; 160, \$114.25; 181, \$134.74; 193, \$180.00.
 Class 13. Pensacola—1 12-in. rotary well-boring machine and 1 heavy-link motion reversible drilling engine—Bidder 1, *\$721; 6, \$915; 52, \$794; 110, \$828; 123, \$825; 193, \$900.
 Class 14. Pensacola—1 40-horsepower portable water-bottom locomotive boiler on skids—Bidder 1, \$512.50; 6, \$625; 32, \$565; 52, \$655; 67, \$531; 74, *\$410; 123, \$590; 160, \$712.60; 193, \$575.
 Class 15. Pensacola—2 duplex steam pumps with bronze piston rods—Bidder 1, \$399.12; 6, \$210; 27, \$365; 49, \$640; 52, \$392; 60, \$300; 74, \$375; 105, \$494; 123, \$470; 174, \$490; 180, \$627; 181, \$440; 193, *\$358 and \$530.
 Class 16. Pensacola—Ball-bearing rotary swivels, swivel bars, casing heads, steel bushings, couplings, rotary drills, rotary shoes, C hooks, swivel hooks, steel-pipe elevators, slide tongs, pipe pullers, pressure valves, chain tongs, etc.—Bidder 1, *\$404.75; 6, \$413.95; 110, \$467.50; 123, \$780.40; 193, \$733.60.
 Class 17. New Orleans—About 8,000 ft. B grade yellow pine—Bidder 3, \$357.75; 58, \$278.25; 161, *\$238.50.
 Class 18. Pensacola—60 ft. 2-in. rubber hose—Bidder 1, \$60; 6, \$45; 14, *\$36; 181, \$43.80; 193, \$60.
 Class 19. Pensacola—Standard wrought-iron lap-welded black pipe with coupling—Bidder 1, informal; 6, \$1,408.15; 16, \$3,200; 38, *\$1,214.05; 77, \$1,288.46; 83, \$1,582.40; 96, \$2,349.80; 105, \$1,318.50; 123, \$1,113.43; 193, informal.
 Class 20. New Orleans—20 doz. cast-iron pipe bushings, 4 hose adapters, 24 doz. brass globe valves, double disks, ax handles, and sledge handles—Bidder 60, *\$88.30; 83, \$370.66; 96, \$397.20; 123, \$86.03; 153, \$197.44; 181, \$89.85.
 Class 21. New Orleans—28 3-gallon fire extinguishers, 1 doz. extra bottles and caps, 1 doz. acid charges, and 10 doz. can soda charges—Bidder 19, \$305.50; 21, *\$284.40; 89, \$176.40; 152, \$285.40 and \$280.

SCHEDULE 365.—Equipment.

- Class 31. Norfolk—23,000 yds. flax canvas—Bidder 95, \$9,917.50; 124, \$10,375; 188, *\$9,898.75.
 Class 32. New York—1,500 yds. double-faced velour—Bidder 5, \$4,815; 43, \$4,072.50; 84, \$4,072.50; 105, \$4,071; 107, \$5,175; 157, \$4,065; 188, *\$3,975.
 Class 33. New York—2,000 yds. moinie cloth—Bidder 5, \$4,080; 43, \$3,455; 84, *\$3,250; 105, \$3,398; 107, \$4,000; 157, \$4,040; 188, \$3,360.
 Class 34. New York—6,200 yds. table linen, 1,650 doz. napkins, 5,600 yds. glass toweling, and 175 doz. doilies—Bidder 63, \$16,497.75; 84, *\$14,125.30; 105, \$16,147.90; 124, \$15,377.65; 150, \$15,724.62; 188, \$14,513.88.
 Class 35. New York—1,000 yds. silk ribbon and 200 doz. spools silk—Bidder 5, \$220; 43, *\$146; 47, \$163; 105, \$146.80; 107, \$226.
 Class 36. New York—20,000 yds. Russian crash and 6,000 yds. Russian flax—Bidder 5, \$3,270; 47, \$2,737.40 and \$3,137.40; 84, *\$2,877.50; 188, \$2,930.
 Class 37. New York—9,932 incandescent electric lamps, 16 c. p.—Bidder 35, \$1,638.78; 36, \$1,440.14 and \$1,400; 66, \$1,638.78; 69, \$1,440.14 and \$1,400; 111, \$1,440.14 and \$1,400; 118, \$1,440.14 and *\$1,390.48; 129, \$1,440.14 and \$1,400; 148, \$1,400; 185, \$1,400; 187, \$1,440.14 and \$1,400.
 Class 38. New York—12 testing generators—Bidder 75, \$72; 118, *\$61.20; 185, \$96.
 Class 39. New York—12 sets search-light strips, plain—Bidder 51, \$144; 66, \$342; 69, *\$132.
 Class 40. New York—Brass enameled conduit—Bidder 12, \$1,566.60; 42, \$1,426.51; 158, \$1,503.40; 185, *\$1,425.52; 187, \$1,483.52.
 Class 41. League Island—16,500 ft. steel enameled conduit—Bidder 12, \$971.05; 42, \$969.80; 69, \$1,014.20; 109, *\$918.58; 158, \$969.29; 185, \$969.20; 187, \$991.46.
 Class 42. League Island—Conduit fittings, such as unions, outlet elbows, and couplings—Bidder 42, \$229.37; 69, \$247.76; 158, \$238.24; 185, \$228.58; 187, *\$173.60.
 Class 43. Norfolk—5,000 ft. enameled conduit and 2,500 enameled couplings—Bidder 12, \$311.70; 42, \$359; 69, \$382; 158, \$364.33; 185, \$358; 187, *\$323.05.
 Class 44. Norfolk—2,500 enameled unions—Bidder 42, \$588.50; 158, \$614.80; 185, *\$587.50.
 Class 45. League Island—300 conduit switches—Bidder 66, *\$462; 70, \$606; 94, \$483.
 Class 46. New York—4,702 waterproof sockets and 9,932 soft-rubber rings—Bidder 36, \$2,380.09; 66, \$2,289.71; 111, \$2,339.37; 118, \$2,155.62; 185, \$2,513.18; 187, *\$1,918.83.
 Class 47. New York—3,260 ft. single-conductor lighting wire—Bidder 66, *\$1,170.20; 118, \$1,362.90; 121, \$1,266.55; 185, \$1,262.76.
 Class 48. New York—Rubber-covered stranded copper cable—Bidder 36, \$5,045.46; 66, \$6,029.81; 69, *\$4,946.48; 118, \$5,880.96; 185, \$5,550.53.
 Class 49. Norfolk—38,200 ft. fuse wire—Bidder 10, \$109.42; 36, \$104.50; 66, *\$50.02; 69, \$75.28; 71, \$78.43; 118, \$98.95; 185, \$76.60; 187, \$105.40.
 †Class 50. Norfolk—200 shades for desk lights—Bidder 64, \$40; 107, \$16; 130, \$32.
 Class 51. Boston—30,000 lbs. cast-steel wire—Bidder 7, \$2,600; 46, \$2,830; 105, \$2,537; 120, *\$2,300; 141, \$2,502.50; 153, \$3,216.25; 160, \$2,532; 174, \$2,526.50.
 Class 52. Boston—1 draw-frame chain—Bidder 160, \$143; 177, *\$130.
 Class 53. Boston—10,000 drop-forged chain studs—Bidder 44, *\$1,980; 147, \$2,899.
 Class 54. League Island—1,000 brass screws, 25 gross iron screws, and 426 lbs. wrought-iron pipe—Bidder 98, \$63.20; 105, *\$56.08; 175, \$88.62.
 Class 55. Norfolk—100 lbs. solder—Bidder 16, \$45; 46, \$37; 105, \$31.40; 118, \$33; 134, \$26.50; 185, *\$28.
 Class 56. Boston—200 gals. cylinder oil—Bidder 45, \$80; 61, *\$48; 88, \$56; 138, \$70; 171, \$49.54; 186, \$59.
 Class 57. New York—100 lbs. pipe-joint compound—Bidder 16, \$20; 48, \$20; 98, *\$17; 153, \$18; 164, \$17.90.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 58. Newport—5 heavy cast-iron adjustable wall brackets and other material required for steam piping—Bidder 83, \$1,585.94; 96, \$1,645.65; 178, *\$879.67; 179, \$977.20.

Class 59. New York—102,000 lbs. of salt-water soap—Bidder 13, \$3,651.60; 107, \$4,500; 122, \$3,835.20; 171, *\$3,569.89; 188, \$3,825.

SCHEDULE 366.—Ordnance.

Class 61. Washington—12 cocoa door mats—Bidder 16, \$30.84; 71, \$19.68; 101, \$16.80; 105, *\$16.08; 107, \$20.52; 134, \$20.76.

Class 62. Newport—500 torpedo lamps—Bidder 35, \$195; 111, \$195; 118, \$195 and *\$180; 129, \$195; 147, \$200; 185, \$195.

Class 63. Washington—11,500 ft. round brown ebonite—Bidder 37, *\$726.25; 118, \$1,037; 189, \$140.

Class 64. Washington—800 lbs. best India mica—Bidder 18, \$7.92; 98, *\$5.28; 118, \$23.20.

Class 65. Washington—130 pieces steel wire, 400 lbs. polished steel, 4 lbs. rivets, and 16 lbs. strip brass—Bidder 16, \$142; 98, *\$76.40.

Class 66. Washington—21,800 lbs. rolled naval brass—Bidder 15, \$4,251; 46, \$4,142; 100, \$4,251; 131, \$4,251; 142, *\$4,006.84; 160, \$4,251; 170, \$4,142.

Class 67. Washington—107,000 lbs. machine steel—Bidder 34, *\$2,648.25; 39, \$2,675; 85, \$2,354.

Class 68. Washington—20 sheets asbestos board and 25 lbs. asbestos plaster—Bidder 16, \$15.87; 56, *\$52.51; 69, \$90.75; 80, \$61.38; 153, \$80.75.

Class 69. Washington—100 leeman's pure rubber aprons—Bidder 91, \$181; 105, *\$173; 107, \$197.

Class 70. Washington—50 bbls. pure Trinidad asphalt—Bidder 31, \$300; 164, \$285; 183, *\$255.

Class 71. Washington—1 set of 2 steel tubes—Bidder 85, *\$500.

SCHEDULE 367.—Construction and Repair.

Class 81. Newport—24 hair mattresses—Bidder 41, *\$102; 107, \$155.04; 167, \$132; 188, \$154.56.

Class 82. Newport—24 canvas bunk bottoms—Bidder 167, *\$48; 188, \$52.56.

Class 83. Portsmouth—2 electrically driven ventilating fans, with spare parts—Bidder 54, *\$876.55; 75, \$935.35; 151, \$902.60.

Class 84. New York—22,790 stove bolts, and a quantity of galvanized iron carriage bolts and brass rivets—Bidder 59, *\$662.47; 98, \$788.20; 105, \$724.35.

Class 85. New York—1,500 carriage bolts—Bidder 98, \$30; 105, *\$25.80; 171, \$43.05.

Class 86. New York—70 gross brass wood screws—Bidder 59, \$44.30; 105, *\$14.25; 153, \$29.46; 162, \$45.49; 188, \$53.50.

Class 87. New York—300 lbs. rivets, 250 lbs. nails, 125 lbs. tacks, and 25 lbs. brads. all copper—Bidder 46, \$227.50; 59, \$176.25; 153, *\$166.25.

Class 88. New York—130 lbs. steel wire brads, 400 lbs. nails, 14 rms. sand paper, etc.—Bidder 59, \$60.14; 98, *\$59.10; 105, \$43.50.

Class 89. New York—72 emery wheels, 12 polishing wheels, and 250 muslin buffs—Bidder 74, \$172.80; 98, *\$135.40; 105, \$158.30; 116, \$121.44.

Class 90. New York—12 sets belt lacing tools, 1 brazing lamp and forge, and 1 machinist's bench vise—Bidder 98, *\$35.

Class 91. New York—65 foundry flasks—Bidder 28, *\$246.25; 85, \$285; 98, \$343.

Class 92. Norfolk—2,400 ft. No. 1 white ash—Bidder 3, \$1,242; 24, *\$1,193; 58, \$1,352; 64, \$1,355.20; 112, \$1,369.50; 143, \$1,269; 163, \$1,475.50; 182, \$1,346; 190, \$1,205.

Class 93. Norfolk—30,000 ft. No. 1 yellow poplar, 12,000 ft. No. 1 mahogany—Bidder 3, \$1,603; 24, *\$1,548; 58, \$1,625; 64, \$1,709.60; 79, \$1,680.50; 112, \$1,585; 143, \$1,578; 163, \$1,602; 190, \$1,559.50.

Class 94. Bidder 3, \$2,185; 26, \$1,790.50; 58, \$1,897.50; 64, \$1,837; 102, *\$1,668; 112, \$1,780; 128, \$1,684; 143, \$1,980; 156, \$1,860; 163, \$1,906; 176, \$1,707.60; 190, \$2,425.

Class 95. Norfolk—24,000 ft. quartered white oak and 3,000 ft. plain white oak—Bidder 3, \$2,177;

24, *\$1,996; 58, \$2,285; 64, \$2,493.70; 79, \$2,392.50; 143, \$2,120; 176, \$2,263.75; 190, \$2,150.

Class 96. New York—10,925 lbs. sheet copper—Bidder 20, \$2,394.26; 34, \$2,394.26; 72, \$2,394.26; 73, *\$2,316.65; 86, \$2,394.26; 100, \$2,394.26; 170, \$2,394.26.

Class 97. New York—30 ozs. silver solder—Bidder 16, \$52.50; 30, \$24; 98, *\$16.80; 105, \$22.47; 153, \$22.50.

Class 98. New York—1,500 lbs. iron or steel bar—Bidder 16, *\$67.35.

Class 99. New York—75 tons pig iron—Bidder 16, \$1,461.75; 32, *\$1,458; 71, \$1,487.55; 85, \$1,492.50.

Class 100. New York—19,500 lbs. galvanized iron or steel—Bidder 46, \$546; 74, \$555.75; 85, \$546; 100, *\$542.10; 105, \$553.80; 127, \$536.25; 150, \$583.05.

Class 101. New York—7,000 lbs. sheet zinc—Bidder 46, \$588; 72, *\$535.50; 98, \$553; 100, \$577.50; 105, \$588.

Class 102. League Island—1,500 rubber tips—Bidder 16, \$221.25; 40, \$150; 91, *\$135.

Class 103. New York—3,000 lbs. marbleized cement—Bidder 55, *\$262.50; 144, \$270; 171, \$326.10; 173, \$270.

Class 104. New York—100 gals. black engine finish—Bidder 55, \$275; 99, *\$144; 173, \$400 and \$290.

Class 105. New York—1,280 ft. wrought iron galvanized pipe—Bidder 16, \$64; 83, *\$57.60; 105, \$60.67.

Class 106. New York—60 cu. yds. fire and builders' sand—Bidder 105, *\$246.25.

Class 107. New York—70 cu. yds. molding and facing sand—Bidder 105, *\$333.90.

Class 108. New York—8 rms. paraffin paper—Bidder 105, \$28; 122, *\$19.68; 171, \$19.92.

SCHEDULE 368.—Navigation and Steam Engineering.

Class 111. Norfolk—50 lbs. phosphor bronze spring wire—Bidder 16, \$26.50; 46, \$18.75; 98, \$21; 103, \$20; 105, \$20.70; 146, *\$18; 153, \$20.50.

Class 112. Norfolk—420 lbs. sheet rubber—Bidder 14, \$420; 16, \$378; 32, *\$228.82; 65, \$399; 69, \$251.58; 71, \$224.78; 105, \$268.80; 118, \$249.90; 184, \$310.80.

†Class 113. Washington—2,000 good-conduct medals and 1,000 bronze pins and bars—Bidder 16, \$940; 87, \$555; 105, \$2,655.

SCHEDULE 369.—Supplies and Accounts.

Class 121. Boston—224 doz. brushes—Bidder 2, *\$1,071.10; 145, \$1,073.

Class 122. Boston—50 doz. hand scrubbing brushes—Bidder 47, \$237; 105, *\$232.

Class 123. Boston—25 doz. casting brushes—Bidder 25, *\$40; 71, \$43.70; 98, \$45; 103, \$44.75; 105, \$46; 134, \$47.

Class 124. Boston—10 doz. wisp brooms—Bidder 47, \$26; 105, *\$22.50.

Class 125. Boston—100 lbs. cotton twine—Bidder 32, \$35; 47, \$29; 105, \$27.40; 107, \$25; 153, *\$21.

Class 126. Boston—200 lbs. flax twine—Bidder 47, \$72; 107, *\$56; 153, \$65; 154, \$74.

Class 127. Boston—6,800 lbs. machine bolts and 2,700 iron nuts—Bidder 59, \$766.50; 85, \$732.75; 98, \$797.80; 103, \$794.63; 105, \$738; 114, \$1,021; 162, *\$680.68.

Class 128. Boston—25 doz. brass squirt cans—Bidder 59, \$87.50; 71, \$130.95; 94, \$116.25; 98, \$118.50; 103, \$140.75; 105, \$148.50; 130, \$143.75; 134, \$133.50; 153, \$158.75; 192, *\$54.25.

Class 129. Boston—20 rms. garnet paper and 20 rms. emery cloth—Bidder 9, \$229.90; 25, \$248.80; 59, \$251; 71, \$244.80; 74, \$248.50; 98, \$261; 103, \$245.70; 107, \$314.80; 136, *\$228; 153, \$265.80; 164, \$268.70; 171, \$261.86.

Class 130. Boston—125 lbs. phosphor bronze wire—Bidder 46, \$47.45; 59, \$87.15; 71, \$49.96; 98, \$50.25; 103, *\$46.71; 105, \$47.75; 146, \$48.27; 153, \$50.61; 192, \$51.50.

Class 131. Boston—150 lbs. brass spring wire, 145 lbs. brass market wire, 136 lbs. soft copper

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

wire—Bidder 25, \$162.57; 59, \$113.49; 153, \$116.62; 192, *\$95.88.

Class 132. Boston—A quantity of wood screws—Bidder 25, \$307.30; 59, *\$285; 133, \$298.57; 153, \$290.91; 162, \$305.35.

Class 133. Boston—55 doz. files—Bidder 25, \$92.75; 59, *\$89.15; 74, \$146; 77, \$194.10; 105, \$111.75.

Class 134. Boston—30 doz. scoop shovels—Bidder 25, \$232.50; 32, \$250.20; 59, *\$175.50; 71, \$244.44; 98, \$214.50; 103, \$243.60; 105, \$180; 153, \$349.80; 162, \$239.40.

Class 135. Boston—50 doz. monkey wrenches—Bidder 25, \$275.50; 59, *\$271.50; 71, \$281.50; 74, \$302.75; 98, \$271.50; 105, \$287.50; 153, \$288; 192, \$289.50.

Class 136. Boston—45 doz. pipe wrenches—Bidder 25, \$321; 59, *\$310.50; 71, \$313.45; 74, \$328; 77, \$337.50; 98, \$312.80; 103, \$329.10; 105, \$328; 153, \$373.25; 162, \$315; 174, \$316.20; 192, \$335.10.

Class 137. Boston—30 sets machinists' sets—Bidder 25, \$945; 59, \$957; 71, \$912; 74, \$964.50; 85, \$948; 98, *\$811.50; 103, \$919.35; 105, \$1,107.

Class 138. Boston—2 doz. vises—Bidder 25, \$296; 59, \$240; 74, \$252; 85, \$238; 98, *\$237.40; 103, \$261.12; 105, \$245; 153, \$286.68; 192, \$268.80.

Class 139. Boston—21 doz. hammers—Bidder 25, \$87.50; 59, \$87.20; 71, \$90.35; 74, *\$80.95; 98, \$86.35; 103, \$81.65; 105, \$95.95; 153, \$137.64; 174, \$95.66; 192, \$94.50.

Class 140. Boston—5 doz. rip saws and 350 doz. hack-saw blades—Bidder 25, \$178.50; 59, \$151; 71, \$171.44; 74, \$172.83; 93, \$190.81; 98, *\$148.50; 103, \$173.87; 105, \$207.20; 153, \$213.04.

Class 141. Boston—79 doz. twist drills—Bidder 59, \$251.52; 74, \$240.02; 85, \$259.71; 93, \$259.71; 98, *\$239.70; 103, \$259.70; 105, \$271.60; 133, \$259.15; 153, \$259.91.

Class 142. Boston—12 blacksmith's portable forges—Bidder 18, \$504; 59, \$570; 71, \$474; 192, *\$444.

Class 143. Boston—12 portable rivet forges—Bidder 18, \$90; 59, \$96; 71, \$64.32; 74, *\$63; 85, \$60; 98, \$64.80; 105, \$68.40; 192, \$108.

Class 144. Boston—A quantity of brass grommets, rings, and eyelets—Bidder 16, \$395.10; 25, \$276; 59, \$284.45; 71, \$388.45; 74, \$294.20; 103, informal; 105, \$251.65; 134, *\$240.25; 153, \$290.05.

Class 145. Boston—A quantity of stove bolts, set screws, lead wire, charcoal furnaces, boring machines, auger bits, bevels, nail pullers, oil stoves, etc.—Bidder 59, *\$321.55; 90, informal, part of class; 98, \$324.20; 105, \$505.40; 153, \$552.88.

Class 146. New York—37,000 ft. white ash No. 1—Bidder 33, *\$2,379; 58, \$2,590; 64, \$2,576.50; 82, \$2,800; 104, \$2,897; 143, \$2,890; 176, \$2,762; 182, \$2,841; 190, \$3,060; 191, \$2,698.

Class 147. New York—10,000 ft. white pine and 45,000 ft. white pine No. 2—Bidder 58, \$2,625; 64, \$3,085.50; 82, \$2,735; 190, \$3,652.50; 191, *\$2,545.

Class 148. New York—60,000 ft. yellow pine No. 1—Bidder 58, *\$2,950.

Class 149. New York—38,000 ft. yellow poplar No. 1—Bidder 33, \$2,270; 58, \$2,255; 64, \$2,399.75; 82, \$2,265; 104, *\$2,237; 143, \$2,295; 163, \$2,326; 190, \$2,290; 191, \$2,310.

Class 150. New York—40,000 ft. spruce No. 1—Bidder 58, *\$1,562.50; 191, \$2,400.

Class 151. New York—20 locust butts—Bidder 58, *\$100; 79, \$155; 182, \$120.

Class 152. New York—5,000 ft. cherry, 2,000 ft. black walnut, 3,000 ft. hickory, and 5,000 ft. quartered white oak—Bidder 58, \$2,065; 82, \$2,015; 104, \$1,709.25; 143, *\$1,670; 176, \$1,725; 191, \$1,865.

Class 153. Boston—300 lbs. sheet brass—Bidder 15, \$68.25; 20, \$80.25; 46, \$68.25; 62, \$76.50; 90, \$144; 142, \$68.25; 170, *\$66.

Class 154. Boston—1,000 lbs. sheet lead—Bidder 16, \$92.50; 46, \$77; 62, \$80; 105, \$84.40; 135, *\$72.10.

Class 155. Boston—20,000 lbs. bar iron—Bidder 113, *\$780.

Class 156. Boston—8,500 lbs. bar machinery steel—Bidder 31, *\$276.25; 147, \$510.

Class 157. Boston—5,000 lbs. steel rivet rod—Bidder 68, *\$109; 147, \$200; 166, \$142.

Class 158. Boston—500 lbs. square flax packing—Bidder 14, \$110; 71, \$84.50; 80, \$90; 103, \$90.50; 126, *\$80; 153, \$90; 192, \$100.

Class 159. Boston—1,000 ft. steam hose—Bidder 14, \$600; 65, \$590; 119, *\$585; 126, \$725; 139, \$615; 165, \$500.

Class 160. Boston—100 lbs. gum camphor—Bidder 16, \$124; 57, *\$93; 78, \$100; 164, \$96.50.

Class 161. Boston—6,000 gals. alcohol—Bidder 8, \$2,580; 23, \$2,700; 57, *\$2,280; 164, \$2,610.

Class 162. Boston—500 lbs. gypsum—Bidder 78, \$14.50; 164, *\$12.

Class 163. Boston—1,000 lbs. iron or steel cement compound—Bidder 53, *\$100; 83, \$200; 103, \$149; 173, \$140.

Class 164. Boston—40,000 lbs. dry red lead—Bidder 76, \$2,840; 135, \$2,860; 164, *\$2,836.

Class 165. Boston—3,000 gals. lard oil—Bidder 11, \$2,308.80; 50, *\$2,070; 61, \$2,292; 98, \$2,324.70; 125, \$2,185.50; 164, \$2,310; 186, \$2,186.25.

Class 166. Boston—1,000 gals. neat's-foot oil—Bidder 11, \$99; 50, \$98; 61, \$115; 138, *\$84.

Class 167. Boston—500 gals. lubricating oil—Bidder 50, *\$120; 61, \$145; 88, \$150; 138, \$170; 171, \$158.85.

Class 168. Boston—5,000 gals. lubricating oil—Bidder 45, *\$1,512.50; 50, \$1,640; 61, \$1,950; 88, \$1,600; 138, \$1,700; 171, \$1,488.50; 172, \$1,525; 186, \$1,643.75.

Class 169. Boston—65 doz. air cocks—Bidder 22, \$94.50; 74, \$404; 83, \$73.30; 105, \$75.90; 137, *\$73.10; 153, \$111.25; 192, \$129.75.

Class 170. Boston—A quantity of cast-iron bushings, couplings, elbows, lock nuts, tees, unions, etc.—Bidder 83, \$310.25; 105, *\$297.79; 153, \$410.13.

Class 171. Boston—A quantity of rough brass, lock nuts, tees, plugs, nipples, caps, elbows, couplings, and bushings—Bidder 81, \$1,135.60; 105, *\$1,040.51; 153, \$1,635.12.

Class 172. Boston—A quantity of brass, globe angle and check valves—Bidder 22, \$1,264.04; 71, \$1,163.26; 74, \$2,063.20; 77, \$1,109.35; 81, \$3,172.80; 83, *\$1,099.95; 92, \$1,281; 103, \$1,174.72; 105, \$1,184.30; 153, \$1,218.36.

Class 173. Boston—22 doz. brass gate valves—Bidder 22, \$467.44; 71, *\$337.90; 77, \$393; 81, \$738; 83, \$530; 103, \$340.16; 105, \$399; 153, \$741.

Class 174. Boston—15 doz. water gage glasses—Bidder 98, *\$9.60; 103, \$10; 122, \$34.56; 153, \$14.40.

Class 175. New York—20,000 lbs. condensed milk—Bidder 17, *\$10,200; 108, \$9,720.

Class 176. Washington—Blank books—Bidder 4, *\$316.65; 47, \$317.64; 122, \$327.38; 168, \$323.60; 171, \$329.51.

Class 177. Washington—34 doz. press copy books—Bidder 4, \$312; 47, *\$309.60; 122, \$316; 168, \$325.20; 171, \$336.76.

Class 178. Washington—Erasers, pencils, etc.—Bidder 4, *\$271.73; 16, \$400.57; 47, \$293.20; 74, \$309.21; 107, \$388.09; 122, \$312.56; 168, \$297.95.

Class 179. Washington—Letter files—Bidder 4, \$143.58; 16, \$174.90; 47, *\$135.40; 102, \$138.30; 168, \$137.

Class 180. Washington—Miscellaneous stationery supplies—Bidder 4, *\$676.19; 47, \$734.39; 90, informal, part of class; 122, \$681.29; 168, \$687.02.

Class 181. Washington—Rubber bands, paper fasteners, ink, and pencils—Bidder 47, \$172.37; 90, informal, part of class; 122, \$173.47; 168, *\$154.96.

Class 182. New York—600 white ash oars—Bidder 115, *\$1,045.50.

Class 182}. Pensacola—130 white ash oars—Bidder 115, \$242.65; 181, *\$191.40.

Class 183. Boston—200 lbs. sponges—Bidder 16, \$950; 57, \$600; 98, \$188; 106, *\$146; 122, \$50; 134, \$210; 153, \$750; 164, \$588.

Class 184. Boston—600 tin boxes safety matches—Bidder 105, \$50.40; 122, \$50; 153, \$106.50; 164, *\$47.40.

OPENED MARCH 6, 1906.

Bidder 1. Alliance Machine Co., Alliance, Ohio.
2. Ajax Manufacturing Co., 3830 Lakeside avenue, Cleveland, Ohio.

*Accepted.

Schedule of proposals for naval supplies—Continued.

3. Adams & Westlake Co., 2042 N. 10th street, Philadelphia, Pa.
4. American Woodworking Machinery Co., 136 Liberty street, New York.
5. Abraham & Strauss, 420 Fulton street, Brooklyn, N. Y.
6. Bowers Rubber Works, 42 Sacramento street, San Francisco, Cal.
7. George F. Blake Manufacturing Co., 114 Liberty street, New York.
8. Brown & Sharpe Manufacturing Co., Providence, R. I.
9. E. W. Bliss Co., Plymouth and Adams streets, Brooklyn, N. Y.
10. Boston Belting Co., 256 Devonshire street, Boston, Mass.
11. Baker & Hamilton, 2 Pine street, San Francisco, Cal.
12. Blaisdell Machinery Co., Bradford, Pa.
13. Bignall & Keeler Manufacturing Co., Edwardsville, Ill.
14. Broderick & Bascom Rope Co., 805 N. Main street, St. Louis, Mo.
15. Becker & Brainard Milling Machine Co., Hyde Park, Mass.
16. Charles H. Besly Co., 15 S. Clinton street, Chicago, Ill.
17. Bridgeport Brass Co., 253 Broadway, New York.
18. Benedict & Burnham Manufacturing Co., 37 Park place, New York.
19. Bethlehem Steel Co., South Bethlehem, Pa.
20. Berry & Aikins, Bainbridge street wharf, Philadelphia, Pa.
21. Joseph F. Curren, 56 Leonard street, New York.
22. California Hydraulic Engineering and Supply Co., 17 Fremont street, San Francisco, Cal.
23. R. P. Clarke Co., Washington, D. C.
24. James Clendenin, Thames and Caroline streets, Baltimore, Md.
25. Wm. Wirt Clark & Son, Monument and Forrest streets, Baltimore, Md.
26. A. S. Cameron Steam Pump Works, 423 E. 23d street, New York.
27. Compressed Air Machinery Co., 24 1st street, San Francisco, Cal.
28. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
29. Carpenter Steel Co., Reading, Pa.
30. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.
31. A. S. Carmen, Selby, Cal.
32. G. A. Colgan Co., 81 9th street, Brooklyn, N. Y.
33. Clayton Air Compressor Works, 114 Liberty street, New York.
34. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
35. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.
36. O. A. Danzenbaker, Washington, D. C.
37. M. T. Davidson, 43 Keep street, Brooklyn, N. Y.
38. Henry Disston & Son, P. O. box 3015, Philadelphia, Pa.
39. Diamond Machine Co., 9 Coddington street, Providence, R. I.
40. Drew Machinery Agency, Manchester, N. H.
41. F. W. Evers, 225 Fourth avenue, New York.
42. Eaton, Cole & Burnham Co., Bridgeport, Conn.
43. Erie Foundry Co., Erie, Pa.
44. J. A. Fay & Egan Co., 500 West Front street, Cincinnati, Ohio.
45. W. P. Fuller & Co., 301 Mission street, San Francisco, Cal.
46. Walter H. Foster Co., 126 Liberty street, New York.
47. Charles J. Ferrin, jr., 155 Reade street, New York.
48. Fairbanks Co., 416 Broome street, New York.
49. Gregg Co., Ltd., Newburgh, N. Y.
50. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
51. Arthur Gamwell, Alaska Building, Seattle, Wash.
52. Getz Bros. & Co., 121 Davis street, San Francisco, Cal.
53. Garvin Machine Co., Spring and Varick streets, New York.
54. R. W. Geldart, 2 Stone street, New York.
55. Gould-Mersereau Co., 43 E. 19th street, New York.
56. Henshaw, Bulkley & Co., 48 Fremont street, San Francisco, Cal.
57. Wm. H. Healy, 95 Market street, San Francisco, Cal.
58. Halldie Machinery Co., 315 Second avenue, South Seattle, Wash.
59. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
60. Hendey Machine Co., Torrington, Conn.
61. Abram L. Hirsh, 368 Greenwich street, New York.
62. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
63. F. W. Hannis, 866 Broad street, Newark, N. J.
64. Ingersoll-Rand Co., 11 Broadway, New York.
65. Wm. G. Johnson, 501 First avenue, South Seattle, Wash.
66. H. W. Johns-Manville Co., 100 William street, New York.
67. Henry T. Kent, Clifton Heights, Pa.
68. J. B. Kendall, Washington, D. C.
69. Kilbourne & Jacobs Manufacturing Co., Columbus, Ohio.
70. Theodore Linington, jr., 56 Hudson street, New York.
71. John Lucas & Co., 322 Race street, Philadelphia, Pa.
72. J. H. Leonard & Co., 15 Park Row, New York.
73. Monarch Engineering Manufacturing Co., 2935 St. Paul street, Baltimore, Md.
74. W. B. Moses & Sons, Washington, D. C.
75. Manning, Maxwell & Moore, 85 Liberty street, New York.
76. P. R. Mitchell Co., 185 Canal street, New York.
77. James E. Morris Co., 153 Chambers street, New York.
78. Charles F. Matlage, 335 Greenwich street, New York.
79. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
80. Andrew J. Morse & Son, Inc., 221 High street, Boston, Mass.
81. Magnesia Asbestos Supply Co., 116 Main street, Seattle, Wash.
82. R. H. Macy & Co., Broadway and 34th street, New York.
83. Manhattan Supply Co., 127 Franklin street, New York.
84. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
85. James McCreery & Co., 23d street and Sixth avenue, New York.
86. George E. Newman, 1228 N. 41st street, Philadelphia, Pa.
87. National Electrical Supply Co., Washington, D. C.
88. New Jersey Foundry and Machine Co., 9 Murray street, New York.
89. Niles-Bement-Pond Co., 111 Broadway, New York.
90. Oliver Machinery Co., Grand Rapids, Mich.
91. Oneida Community Co., Ltd., Kenwood, N. Y.
92. Phoenix Towing and Transportation Co., 17 State street, New York.
93. Pilling Air Engine Co., Detroit, Mich.
94. Putnam-Hooker Co., 212 E. 3d street, Cincinnati, Ohio.
95. Pacific Hardware and Steel Co., 7th and Townsend streets, San Francisco, Cal.
96. Pratt & Whitney Co., Hartford, Conn.
97. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.

Schedule of proposals for naval supplies—Continued.

98. Prentiss Tool and Supply Co., 115 Liberty street, New York.
 99. Rudolph & West Co., Washington, D. C.
 100. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
 101. Royce & Ricketts, Washington, D. C.
 102. Republic Rubber Co., 47 Warren street, New York.
 103. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
 104. Rome Brass and Copper Co., Rome, N. Y.
 105. Railway Appliances Co., Dearborn street, Chicago, Ill.
 106. Rockwell Engineering Co., 26 Cortlandt street, New York.
 107. John S. Roebling Sons & Co., 900 First avenue, South Seattle, Wash.; informal; no guarantee.
 108. Osgood Sayen, 518 Arcade Building, Philadelphia, Pa.
 109. Sprague Electric Co., 527 W. 34th street, New York.
 110. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
 111. A. Schrader's Sons, Inc., 32 Rose street, New York.
 112. Standard Oil Co., Baltimore, Md.
 113. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
 114. Joseph N. Snellenburg, 12th and Market streets, Philadelphia, Pa.
 115. Schwabacker Hardware Co., Seattle, Wash.
 116. W. & J. Sloane, Broadway and 19th street, New York.
 117. B. F. Sturtevant Co., Hyde Park, Mass.
 118. Sheet Metal Manufacturing Co., Niles, Ohio.
 119. J. Jacob Shannon & Co., 1744 Market street, Philadelphia, Pa.
 120. J. Spencer Turner Co., 86 Worth street, New York.
 121. Walter B. Timms, 61 Hudson street, New York.
 122. George C. Thomas, 26 Cortlandt street, New York.
 123. Sidney Thursby, 73 Hudson street, New York.
 124. The Van Dyck-Churchill Co., 8 Dey street, New York.
 125. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 126. James M. Vance & Co., 211 Market street, Philadelphia, Pa.
 127. Waterhouse & Price Co., 29 Montgomery street, San Francisco, Cal.
 128. James Godfrey Wilson Manufacturing Co., 3 W. 29th street, New York.
 129. John Wanamaker, Broadway and 10th street, New York.
 130. Ernst Wiener Co., 66 Broad street, New York.
 131. Western Electric Co., 463 West street, New York.
 132. Charles M. Yates, 40 Stewart street, San Francisco, Cal.
 133. Clement Restein & Co., 137 N. 2d street, Philadelphia, Pa.
 134. Chandler & Farquhar Co., 36 Federal street, Boston, Mass.

SCHEDULE 356.—Yards and Docks.

- Class 1. League Island—1 pipe-cutting and threading machine—Bidder 13, \$630; 40, \$1,015; 42, \$740; 46, \$750; 48, \$820; 53, \$577; 59, \$850; 80, \$785, \$620, \$600; 101, \$572; 119, \$750; 124, \$517.
 Class 2. League Island—10 single dump cars—Bidder 49, \$2,041.80; 59, \$2,500; 69, \$1,755 and \$2,518; 119, \$1,421.40; 122, \$1,520; 130, \$1,525.

SCHEDULE 357.—Equipment.

- Class 11. Boston—2 steam drop hammers, 800 lbs., double frame, suitable for drop forge frame—Bidder 1, \$2,750; 43, \$2,855; 75, \$2,200, \$2,360, \$2,398 and \$2,612; 89, \$2,410.

*Accepted.

- Class 12. Boston—2 steam drop hammers, 2,000 lbs.—Bidder 1, \$4,950; 43, \$4,555; 75, \$4,200, \$4,900, \$4,800, \$5,200; 89, \$4,200.

- Class 13. Boston—1 trimming press geared 4-in. stroke—Bidder 9, \$1,600; 40, \$1,271 and \$1,199; 75, \$1,325; 101, \$1,572.

- Class 14. Boston—1 trimming press suitable for trimming drop forges—Bidder 9, \$600; 40, \$3614 and \$558; 75, \$630; 101, \$685.

- Class 15. Boston—1 forging machine—Bidder 2, \$7,025.

- Class 16. Boston—1 heading upsetting and forging machine—Bidder 2, \$1,825; 40, \$1,955; 101, \$2,825 and \$1,971.

- Class 17. Boston—1 back-geared crank shaper—Bidder 53, \$425; 60, \$400; 75, \$400; 98, \$589.25; 101, \$410; 134, \$360.

- Class 18. Boston—1 die-sinking machine—Bidder 15, \$735; 89, \$450; 90, \$380.

- Class 19. Boston—1 planer, high speed with two heads—Bidder 134, \$925.

- Class 20. Boston—2 vertical milling machines with 20-in. rotary table—Bidder 15, \$1,434; 53, \$1,000; 75, \$1,550; 98, \$1,470.

- Class 21. Boston—2 vertical milling machines with 27½-in. rotary table—Bidder 15, \$2,816; 53, \$1,996; 59, \$2,920; 75, \$3,030; 98, \$2,100.

- Class 22. Boston—3 heating furnaces or forges—Bidder 134, \$285.

SCHEDULE 358.—Ordnance.

- Class 31. Washington—1 double cabinetmaker's saw complete with motor—Bidder 4, \$345; 44, \$750; 83, \$874.

SCHEDULE 359.—Steam Engineering.

- †Class 41. Portsmouth—1 3½-in. cutting-off motor-driven machine—Bidder 96, \$850.

- Class 42. Portsmouth—1 motor-driven "Landis" 2-in. single-head bolt cutter—Bidder 40, \$511; 46, \$730; 59, \$750; 101, \$535.

- Class 43. Boston—1 gipsy air winch—Bidder 93, \$515; 105, \$300.

- Class 44. Boston—1 No. 2 Rockwell double-chamber melting furnace—Bidder 73, \$375 and \$425; 106, \$1,595.

SCHEDULE 360.—Yards and Docks.

- Class 51. Mare Island—60 cu. yds. clean, sharp, coarse sand—Bidder 31, \$75; 57, \$84.

- Class 52. Mare Island—60 cu. yds. broken stone—Bidder 31, \$135; 57, \$150.

- Class 53. Mare Island—5,011 window glass lights—Bidder 25, \$797.50; 45, \$689.90; 132, \$668.18.

- Class 54. Mare Island—6 doz. axle pulleys, 3 doz. sash fasteners, 8 doz. sash centers and 8 doz. transom catchers—Bidder 11, \$44.80; 35, \$42.21; 83, \$143.40.

- Class 55. Mare Island—1 self-contained straight-line steam-driven air compressor and 1 steel air receiver—Bidder 12, \$720 and \$820; 22, \$792; 27, \$775; 28, \$659.50; 33, \$705; 40, \$904 and \$810; 56, \$646; 64, \$333.

- Class 56. Mare Island—22,754 lbs. galvanized corrugated steel and 4,541 lbs. galvanized sheet steel—Bidder 11, \$1,189.88; 51, \$931.74; 59, \$1,357.86; 68, \$1,219.07; 84, \$1,159.48; 95, \$1,144.03; 118, \$1,171.34.

- Class 57. Mare Island—375 sq. ft. steel rolling doors—Bidder 122, \$300; 127, \$305; 128, \$262.50 and \$280.50.

SCHEDULE 361.—Construction and Repair.

- Class 61. Puget Sound—100 lbs. rivets—Bidder 58, \$12; 95, \$20; 100, \$19.10; 110, \$20.

- Class 62. Puget Sound—1,500 ft. extra flexible plow-steel hoisting rope and 600 ft. cast-steel tiller laid rope—Bidder 14, \$257.62; 51, \$269.30; 58, \$320; 65, \$271.33; 68, \$271.33; 83, \$302.70; 88, \$285.50; 110, \$255.75; 115, \$272.35; 122, \$268.60.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 63. Puget Sound—1 oil meter—Bidder 58, *\$39.95; 110, \$45.50.

Class 64. Puget Sound—3 emery wheels—Bidder 25, *\$10.50; 58, \$10.50; 110, \$13.11.

Class 65. Mare Island—1 disk grinder, motor-driven—Bidder 16, \$777.50; 39, *\$625; 97, \$777.50.

Class 66. Puget Sound—14,000 ft. yellow fir lumber and 19,000 ft. do. merchantable No. 1—Bidder 31, \$828; 51, *\$705.50.

Class 67. Puget Sound—468 lbs. soft brass—Bidder 18, \$181.82; 20, \$210.60; 24, \$181.82; 58, *\$131.04; 95, \$134.08; 115, \$145.08.

Class 68. Puget Sound—1,450 lbs. asbestos mill board—Bidder 25, \$119.62; 36, \$108.75; 58, \$116; 66, *\$108.75; 81, \$111.38; 110, \$130.50.

Class 69. Puget Sound—250 lbs. gasket gum—Bidder 6, \$242.50; 10, \$300; 35, \$292.50; 50, \$272.50; 51, \$242.50; 58, *\$235; 59, \$330; 102, \$272.50; 115, \$362.50.

SCHEDULE 362.—Steam Engineering.

Class 71. Puget Sound—66 doz. files—Bidder 35, \$108.84; 58, \$99.63; 59, \$94.20; 65, \$112.47; 95, *\$91.77.

Class 72. Mare Island—1 universal back-gear mill machine—Bidder 8, \$1,697.50; 15, *\$1,679; 56, \$1,732; 89, \$1,700.

SCHEDULE 363.

Class 81. 60,000 lbs. tinned apricots—Bidder 52, \$4,164; 63, \$3,594; 70, *\$3,426; 103, \$3,492; 121, \$3,456; 123, \$3,522.

Class 82. 60,000 galls. beans—Bidder 47, \$18,750; 77, \$19,572; 78, \$13,950; 121, *\$20,388.

SCHEDULE 389.

Class 91. 300,000 yds. cotton drill—Bidder 76, \$37,020; 94, \$29,820; 120, \$37,875, *\$12,625, part.

SCHEDULE 370.

Class 101. 15,000 blankets—Bidder 67, \$56,555; 83, \$52,500; 114, \$59,400; 129, *\$44,947.50.

SCHEDULE 377.—Yards and Docks.

Class 111. New York—800 cu. yds. sand—Bidder 32, \$1,200; 92, *\$520.

† Class 112. New York—1,600 cu. yds. gravel or broken trap rock—Bidder 32, \$3,200; 92, \$2,000.

Class 113. Boston—1 steel plate exhaustor—Bidder 101, \$145; 109, *\$135; 117, \$150.

SCHEDULE 378.—Equipment.

Class 121. New York—300 yds. billiard cloth and 45 lbs. embroidery silk—Bidder 5, \$1,393; 21, *\$1,178; 74, informal; 82, \$1,440; 83, \$1,186; 85, \$1,196; 129, \$1,180.

Class 122—Bidder 5, \$375; 21, \$317.70; 23, \$341.25; 83, \$375; 91, *\$276.75.

Class 123. New York—Oriental rugs and Smyrna rugs—Bidder 5, \$820.50; 41, \$1,067.75; 74, \$709.15; 113, *\$740.8; 116, \$661.87.

Class 124. New York—3,000 prs. brackets, 250 gross curtain rings, 2,500 yds. shade cord, and 10 gross stop pulleys—Bidder 55, *\$1,142; 74, \$751.20; 83, \$1,219; 85, \$1,320.30; 113, \$1,310.70; 129, \$1,243.10.

† Class 125. New York—2 electric smoothing irons—No bids.

Class 126. New York—987 lbs. brass rod—Bidder 17, \$177.66; 20, \$256.62; 24, \$232.60; 55, \$246.75; 62, \$236.88; 85, \$271.43; 104, *\$177.66; 113, \$276.36; 129, \$264.01.

Class 127. New York—750 lbs. brass tube No. 17 B. and S.—Bidder 17, \$206.25; 20, \$225; 35, \$232.50; 62, \$247.50; 85, \$280.50; 104, *\$199.50; 113, \$270; 129, \$273.75.

SCHEDULE 379.—Ordnance.

Class 131. Washington—140 doz. Nicholson files—Bidder 38, \$346; 59, \$488.50; 90, \$694; 99, *\$310.40; 126, \$553.60.

Class 132. Washington—1,000 lbs. 3½-in. machine steel and 550 lbs. 2½-in.—Bidder 19, \$42.62; 20, \$40.14; 29, \$50.38; 30, \$34.10; 68, *\$31.50; 79, \$85.25; 110, \$49.

Class 133. Washington—500 gals. gasoline for making gas—Bidder 112, *\$99.95.

Class 134. Washington—24 gage glasses—Bidder 110, *\$1.20.

† Class 135. Washington—2 cast-steel gun platforms weighing about 64,000 lbs.—Bidder 19, \$9,600; 79, \$4,320; 88, \$6,316.80.

Class 136. Newport—Diving material and apparatus—Bidder 80, *\$287.50; 111, \$353.80.

SCHEDULE 380.—Construction and Repair.

Class 141. League Island—98 plain mirrors—Bidder 34, *\$95.20; 61, \$131.15; 71, \$105.71; 72, \$103.91; 82, \$123.72; 86, \$95.71.

Class 142. League Island—5 pieces plate glass—Bidder 25, \$49.20; 34, \$59.50; 61, \$52.50; 71, *\$42.86; 72, \$45.70.

Class 143. League Island—1 cupboard lock, 546 drawer locks, 85 wardrobe locks, and 51 sets of locks—Bidder 54, \$231.99; 83, \$249.14; 100, *\$215.29; 110, \$250; 126, \$254.81.

Class 144. League Island—Catches, pulls, knobs, plates, etc.—Bidder 3, \$488.20; 54, *\$476.50.

Class 145. League Island—950 lbs. rubber—Bidder 50, \$1,080.50; 51, *\$921.50; 59, \$1,254; 102, \$1,062.50; 108, \$1,035.50; 125, \$987.50; 133, \$950.

Class 146. New York—500 lbs. seamless drawn brass tubing—Bidder 17, \$113; 18, \$111; 104, *\$109.50; 110, \$125.

SCHEDULE 381.—Steam Engineering and Supplies and Accounts.

Class 151. New York—300 lbs. cotton insulating tape, class B—Bidder 87, *\$420.50; 131, \$195.

Class 152. New York—725 lbs. rubber insulated tape, class A—Bidder 87, *\$227.50; 131, \$623.50.

Class 153. Boston—12 vertical single-boller feed pumps for steam launches—Bidder 7, \$628.20; 26, \$600; 37, *\$588; 110, \$659.52.

OPENED MARCH 13, 1906.

Bidder 1. American De Forest Wireless Telegraph Co., Commonwealth Trust Building, St. Louis, Mo.

2. Asbestos and Magnesia Manufacturing Co., 1200 Land Title Building, Philadelphia, Pa.

3. American Electric Lamp Co., 26 Cortlandt street, New York.

4. American Glue Co., 121 Beverly street, Boston, Mass.

5. American Tube Works, 95 Broad street, Boston, Mass.

6. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.

7. R. P. Andrews Paper Co., Washington, D. C.

8. Abraham & Strauss, 420 Fulton street, Brooklyn, N. Y.

9. Art Metal Construction Co., Jamestown, N. Y.

10. Buckeye Iron and Brass Works, Dayton, Ohio.

11. Butterworth-Judson Co., P. O. box 54, Newark, N. J.

12. Buffalo Forge Co., 490 Broadway, Buffalo, N. Y.

13. Baker & Adamson Chemical Co., Easton, Pa.

14. Bridgeport Brass Co., 253 Broadway, New York.

15. Boston Belting Co., 256 Devonshire street, Boston, Mass.

16. D. Ballauf, Washington, D. C.

17. Belmont Iron Works 27th street and Washington avenue, Philadelphia, Pa.

18. Brill Brothers, 279 Broadway, New York.

19. Franklin Brown, 242 Madison street, Brooklyn, N. Y.

20. F. S. Banks & Co., 73 Warren street, New York.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

21. Berry & Atkins, Bainbridge street wharf Philadelphia, Pa.
22. H. W. Baker Linen Co., 76 Franklin street, New York.
23. Benedict & Burnham Manufacturing Co., 37 Park place, New York.
24. Philip Carey Manufacturing Co., 114 Liberty street, New York.
25. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.
26. Carnegie Steel Co., Pittsburg, Pa.
27. Chesebrough Manufacturing Co., 17 State street, New York.
28. Columbia Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.
29. J. Ross Collins, 177 West street, New York.
30. James Clendenin, Thames and Caroline streets, Baltimore, Md.
31. Joseph F. Carren, 56 Leonard street, New York.
32. Carpenter Steel Co., Reading, Pa.
33. R. P. Clarke Co., Washington, D. C.
34. Crocker-Wheeler Co., Ampere, N. J.
35. Wm. Wirt Clark & Son, Monument and Forrest streets, Baltimore, Md.
36. J. B. Chapman & Co., 51 Taylor street, Springfield, Mass.
37. Davis Sewing Machine Co., Davis and Linden avenues, Dayton, Ohio.
38. Diamond Ink Co., Milwaukee, Wis.; informal.
39. Henry Disston & Sons, Inc., P. O. box 1537, Philadelphia, Pa.
40. Frederick W. Evans, 225 Fourth avenue, New York.
41. Eureka Fire Hose Co., 13 Broadway, New York.
42. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
43. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
44. Ellis-Chalmers Co., Dedham, Mass.
45. Joseph N. Early, 127 Reade street, New York.
46. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
47. Franklin Electric Manufacturing Co., 83 Woodbine street, Hartford, Conn.
48. Henry Frank, 40 Spruce street, New York.
49. Fiske Bros. Refining Co., 15 Old Slip, New York.
50. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
51. Fairbanks Co., 416 Broome street, New York.
52. Ellis A. Gimbel, Market and 9th streets, Philadelphia, Pa.
53. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
54. General Electric Co., Schenectady, N. Y.
55. Arthur Gamwell, 1306 Alaska Building, Seattle, Wash.
56. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
57. R. W. Geldart, 2 Stone street, New York.
58. Peter Gray & Sons, 90 Union street, Boston, Mass.
59. Wm. Gelger, 97 Warren street, New York.
60. Hartman, 1235 N. Front street, Philadelphia, Pa.
61. Abraham L. Hirsh, 368 Greenwich street, New York.
62. Holtzer-Cabot Electric Co., Brookline, Mass.
63. Handian-Buck Manufacturing Co., St. Louis, Mo.
64. H. J. M. Howard, Washington, D. C.
65. S. F. Hayward, 20 Warren street, New York.
66. Hisey-Wolfe Machine Co., 20 Liberty street, New York.
67. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
68. Jenkins Manufacturing Co., 13 Park Row, New York.
69. C. C. James, 44 Third avenue, New York.
70. Lewis H. Jones, P. O. box 666, Detroit, Mich.
71. H. W. Johns-Manville Co., 100 William street, New York.
72. Keasbey & Mattison Co., Ambler, Pa.
73. Kalt Lumber Co., 312 E. 64th street, New York.
74. E. F. Keating Co., 452 Water street, New York.
75. J. B. Kendall, Washington, D. C.
76. Thomas Kelly, 958 Third avenue, New York.
77. Lunkenheimer Co., P. O. box 876, Cincinnati, Ohio.
78. John Lucas & Co., 322 Race street, Philadelphia, Pa.
79. F. H. Lovell & Co., Arlington, N. J.
80. Ernest Law & Co., Harrison Building, Philadelphia, Pa.
81. J. H. Leonard & Co., 15 Park Row, New York.
82. Meyer & Goetze, 169 Worth street, New York.
83. Montgomery & Co., 105 Fulton street, New York.
84. Howard W. Middleton Co., 945 Ridge avenue, Philadelphia, Pa.
85. Manhattan Supply Co., 127 Franklin street, New York.
86. W. B. Moses & Sons, Washington, D. C.
87. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
88. R. H. Macy & Co., Broadway and 34th street, New York.
89. Manning, Maxwell & Moore, 85 Liberty street, New York.
90. Macy-Wernicke Co., Ltd., Washington, D. C.
91. A. J. Marcuse, 11 Broadway, New York.
92. J. Gibson Melvain & Co., 58th street and Woodland avenue, Philadelphia, Pa.
93. Manufacturers' Can Co., 434 Mulberry street, Newark, N. J.
94. J. L. Mott Iron Works, 90 Beekman street, New York.
95. Monongahela Iron and Steel Co., P. O. box 215, Pittsburg, Pa.
96. Andrew J. Morse & Son, Inc., 221 High street, Boston, Mass.
97. National Electrical Supply Co., Washington, D. C.
98. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
99. New Jersey Foundry and Machine Co., 9 Murray street, New York.
100. Old Dominion Paper Co., Norfolk, Va.
101. J. Edward Ogden Co., 147 Cedar street, New York.
102. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
103. Porter & Moore Co., 283 Water street, Norfolk, Va.
104. Penn Bridge Co., Beaver Falls, Pa.
105. J. W. Paxson & Co., 1021 N. Delaware avenue, Philadelphia, Pa.
106. R. P. Rowe, 100 William street, New York.
107. J. B. Roache, 353 Fulton street, Brooklyn, N. Y.
108. Clement Restein & Co., 137 N. 2d street, Philadelphia, Pa.
109. Randolph-Clowes Co., Waterbury, Conn.
110. Rudolph & West Co., Washington, D. C.
111. Paul S. Reeves & Son, 1415 Catherine street, Philadelphia, Pa.
112. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
113. G. H. Schrock, 291 Pearl street, New York; informal, no guarantee.
114. A. Schrader & Sons, 32 Rose street, New York.
115. Singer Sewing Machine Co., 128 Essex street, Boston, Mass.; informal, no guaranty.
116. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
117. George H. Sutton, 65 Leonard street, New York.
118. Stokes Bros. Co., 30th street below Chestnut street, Philadelphia, Pa.
119. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
120. Standard Electrical Manufacturing Co., 1432 Bedford avenue, Brooklyn, N. Y.

Schedule of proposals for naval supplies—Continued.

121. Sansom & Rowland, 511 Commerce street, Philadelphia, Pa.
 122. Sherman-Brown-Clements Co., 55 Dey street, New York.
 123. Sprague Electric Co., 527 W. 34th street, New York.
 124. Osgood Sayen, 518 Arcade Building, Philadelphia, Pa.
 125. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
 126. D. A. Tower, 306 Broadway, New York.
 127. Taunton-New Bedford Copper Co., New Bedford, Mass.
 128. Edward A. Temple, 100 William street, New York.
 129. George C. Thomas, 26 Cortlandt street, New York.
 130. Walter B. Tufts, 96 John street, New York.
 131. United States Gutta Percha Paint Co., Providence, R. I.
 132. Universal Supply Co., 290 Broadway, New York.
 133. John M. Vance & Co., 211 Market street, Philadelphia, Pa.
 134. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 135. Wachusett Mills, 300 S. Bridge street, Worcester, Mass.
 136. John Wanamaker, Broadway and 10th street, New York.
 137. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 138. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 139. Watson & Pittenger, 420 Carroll street, Brooklyn, N. Y.
 140. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 141. Yawman & Erbe Manufacturing Co., 360 Broadway, New York.
 142. Blackburn & Anderman, 47 N. 7th street, Philadelphia, Pa.

SCHEDULE 364.

†Class 1. 4,000 powder tanks—Bidder 36, \$17,950; 58, \$61,960; 129, \$59,500.

SCHEDULE 376.

†Class 11. 25,000 cotton bath towels—Bidder 18, \$6,470; 22, \$6,041.66; 31, \$6,343.70; 52, \$6,187.50; 76, \$6,010; 112, \$7,666.66; 116, \$6,406.25; 117, \$10,937.50; 132, \$5,692.50; 135, \$7,000; 136, \$7,785.

SCHEDULE 382.—Yards and Docks.

Class 21. League Island—17,200 lbs. structural steel—Bidder 17, \$443.28; 104, \$765.40; 128, \$995.88; 129, \$657.04.

Class 22. New York—1,700 ft. unlined linen hose and 17 nozzles—Bidder 35, \$254.62; 41, \$238; 64, \$212.50; 65, \$331.50, \$280, and \$255; 68, \$374; 88, \$299.20.

Class 23. New York—17 swinging hose racks—Bidder 35, \$196.69; 41, \$196.01; 64, \$131.75; 65, \$234.60; 68, \$292.74; 83, \$194.65.

SCHEDULE 383.—Equipment.

Class 31. New York—38,000 yds. khaki canvas—Bidder 82, \$18,965.

Class 32. League Island—1,500 incandescent lamps—Bidder 3, \$312.50; 28, \$320; 47, \$310; 54, \$320; 59, \$310; 97, \$310; 120, \$320; 138, \$310.

Class 33. League Island—200 frosted globes—Bidder 21, \$58; 79, \$39.

†Class 34. New York—2,000 ft. single conductor and 20,000 ft. twin conductor—Bidder 54, \$1,446.

Class 35. New York—120 lbs. magnet wire—Bidder 54, \$91.14; 97, \$165.55.

Class 36. New York—5,000 yds. cotton sleeving—Bidder 33, \$29.50; 59, \$30; 97, \$50.

Class 37. New York—50 reducing couplings—Bidder 68, \$32.75.

*Accepted.

†Class 38. New York—12 glass cups for responder of DeForest electrolytic receiver—No bids.

Class 39. New York—200 dynamo fuses, 1,000 ft. copper conducting cords, and 500 steam-tight globes—Bidder 79, \$355, part.

Class 40. League Island—1 set armature coils, 15 lbs. binding wire, and 25 gross electrical tape—Bidder 54, \$149.75.

Class 41. New York—902 lbs. close-link grapnel chain—Bidder 20, \$71.98; 75, \$61.51; 83, \$76.67; 85, \$355.38; 89, \$152.43; 95, \$72.16; 99, \$110.50; 101, \$99.22; 107, \$182.20; 129, \$72.16.

Class 42. League Island—2 hydraulic jacks—Bidder 20, \$69.94; 21, \$78; 51, \$70; 75, \$70; 83, \$71.90; 85, \$72.80; 107, \$66.66; 122, \$365.90; 129, \$78.

Class 43. New York—6 rules, 12 scratch awls, 12 pliers, and 12 engineers' oiling sets—Bidder 83, \$133.74; 107, \$144.36; 137, \$138.

Class 44. Portsmouth—580 lbs. bellows leather—Bidder 48, \$248.80.

Class 45. New York—453 lbs. sheet tool steel—Bidder 25, \$45.30; 55, \$87.88; 57, \$48.92; 75, \$54.36; 85, \$327.95; 101, \$44.17; 128, \$44.85.

Class 46. League Island—103 lbs. hard rubber rod—Bidder 20, \$76; 57, \$74.50; 59, \$81.99; 85, \$81.96; 97, \$80.60; 108, \$83.95.

Class 47. New York—45 lbs. sheet rubber—Bidder 20, \$32.40; 57, \$31.68; 59, \$33.25; 85, \$34.65; 97, \$42.75.

Class 48. New York—60 galls. P. & B. compound—Bidder 35, \$69; 85, \$92.40; 97, \$66; 107, \$82.20; 125, \$61.10.

Class 49. New York—2,225 lbs. brass tubing and 1,840 lbs. seamless drawn-brass tubing—Bidder 14, \$886.94; 23, \$868.84; 109, \$857.81.

Class 50. New York—10 combination sinkers for sounding machine—Bidder 16, \$75.

Class 51. League Island—2 small push carts—Bidder 21, \$48.98; 51, \$40; 83, \$34; 85, \$28.80; 89, \$28.50; 137, \$36.

SCHEDULE 384.—Ordnance.

Class 61. Newport—Brass butts, black screws, chest locks, machine screws, etc.—Bidder 83, \$62.85; 85, \$51.30; 107, \$120.30; 137, \$50.22.

Class 62. Newport—625 ft. clear white pine—Bidder 43, \$355.75; 92, \$66.12.

Class 63. Newport—1 diving helmet and breastplate—Bidder 96, \$88; 114, \$73.50.

†Class 64. Boston—2 sewing machines—Bidder 37, \$116.

SCHEDULE 385.—Construction and Repair.

Class 71. New York—30,000 lbs. hexagon nuts—Bidder 55, \$2,322; 57, \$2,168.70; 75, \$2,100; 84, \$2,475; 85, \$2,382; 89, \$2,100; 99, \$2,385; 101, \$2,460; 122, \$2,016.

Class 72. New York—300 lbs. geese feathers—Bidder 8, \$285; 21, \$282; 33, \$252; 40, \$369; 88, \$198; 136, \$270.

Class 73. Norfolk—Chairs and stools—Bidder 40, \$1,318.25; 57, \$1,287.25; 86, \$1,360.07; 88, \$1,064.09; 112, \$1,299.50; 136, \$1,326.25.

Class 74. Norfolk—60 bent-wood chairs—Bidder 40, \$165; 57, \$160.98; 86, \$169.20; 88, \$103.80; 112, \$161.10; 136, \$165.

Class 75. New York—1 special cabinet with drawers—Bidder 9, \$602; 90, \$380; 136, \$591; 141, \$563.

Class 76. League Island—144 rim locks—Bidder 20, \$443.52; 57, \$321.12; 85, \$489.60; 107, \$504.

Class 77. New York—200 wrought box locks and 50 covered locks—Bidder 20, \$96.50; 57, \$95.45; 83, \$102.50; 85, \$100; 107, \$105.25; 137, \$108.

Class 78. New York—200 cylinder chest locks—Bidder 20, \$120.96; 57, \$120.28; 83, \$120; 85, \$128.80; 107, \$129.80; 137, \$135.

Class 79. New York—60 gr. brass screws—Bidder 55, \$97.85; 122, \$82.15; 136, \$90.20.

Class 80. Norfolk—3,000 paint cans—Bidder 35, \$325; 91, \$310; 93, \$327; 103, \$340.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 81. League Island—1 blacksmith's forge and 1 rivet forge—Bidder 12, \$49.50; 35, \$53; 57, \$44.65; 83, *\$43.50.

Class 82. League Island—3 hydraulic jacks—Bidder 20, \$130.17; 35, \$139.86; 51, \$136; 63, \$136.50; 75, \$139.50; 83, \$133; 85, \$136.80; 107, *\$116.60; 122, \$124.80; 129, \$144.42.

Class 83. New York—1 portable electric bench grinder—Bidder 20, \$85; 57, \$85; 66, *\$85; 89, \$85; 122, \$85.

Class 84. New York—1 traveling stepladder—Bidder 9, \$30; 99, *\$27; 141, \$35.

Class 85. New York—72 sheet metal tracks—Bidder 129, *\$160.56.

Class 86. League Island—A quantity of tools—Bidder 50, \$292; 83, *\$281.90; 133, \$306.81.

Class 87. New York—Flush bolts, hinges catches, sash lifts, drawer handles, etc.—Bidder 57, *\$1,371; 85, \$1,526.20; 107, \$1,394.50; 137, \$1,544.50.

Class 88. New York—700 lbs. iron wire, 400 lbs. roofing nails, 100 lbs. flat iron wire, 6 rolls steel wire cloth, 200 pairs butt hinges, etc.—Bidder 85, \$406.50; 107, *\$402.80; 137, \$489.63.

Class 89. League Island—4,000 ft. white ash—Bidder 43, \$500; 46, \$500; 55, *\$376; 140, \$600.

Class 90. League Island—26,500 ft. white pine—Bidder 6, \$1,808; 43, \$1,930; 46, \$1,937; 56, \$1,991; 73, *\$1,690; 92, \$2,350; 118, \$1,885; 139, \$1,992; 140, \$2,145.

Class 91. League Island—5,000 ft. spruce—Bidder 43, \$200; 46, \$237.50; 55, \$440; 118, *\$175; 140, \$222.50.

Class 92. Norfolk—97,600 lbs. rolled bar steel—Bidder 25 *\$2,889.45; 26, \$2,110.50; 32, \$3,768.75; 128, \$3,145.65.

Class 93. Boston, New York, League Island, and Norfolk—25 galls. paint and varnish remover—Bidder 144, \$45 and \$87.50; 78, *\$24.75; 85, \$48.50.

Class 94. Norfolk—About 11,500 lbs. seamless drawn brass pipe—Bidder 55, \$1,786.95; 23, \$1,812.60; 55, \$2,099.85; 70, *\$1,786.95; 87, \$1,863.90; 109, \$1,829.70; 119, \$1,846.80.

Class 95. Norfolk—24 controlling cocks—Bidder 68, *\$201.36; 94, \$216.

Class 96. Norfolk—5,000 bibb washer—Bidder 21, \$50; 68, \$29.90; 74, *\$15; 85, \$24.20; 103, \$21.

Class 97. New York—8,000 folders—Bidder 21, *\$143.92; 132, \$155.76.

SCHEDULE 386.—Steam Engineering.

Class 101. League Island—3,500 lbs. black iron machine washers—Bidder 21, \$118.65; 55, \$143.50; 84, \$122.50; 85, \$113.40; 89, \$112; 99, \$116.20; 101, *\$83.65; 122, \$107.45; 137, \$116.20.

Class 102. League Island—550 lbs. brass nuts—Bidder 68, \$267.85; 83, \$341; 85, \$244.20; 107, \$268.40; 122, *\$222.75.

Class 103. League Island—One 5-horsepower motor—Bidder 34, *\$200.50; 54, \$190; 62, \$267.50; 123, \$198.

Class 104. League Island—4 band saws—Bidder 39, *\$30.60; 57, \$37.56; 81, \$34.08; 89, \$36.60; 137, \$37.40.

Class 105. League Island—13 drill chucks—Bidder 51, \$68.85; 83, \$94.60; 89, *\$56.87; 137, \$63.35.

Class 106. League Island—1 grindstone, 6 furniture handles and 9 screw boxes—Bidder 51, \$94.17; 83, *\$64.80; 137, \$72.90.

Class 107. League Island—1 power automatic band saw filing and setting machine—Bidder 51, *\$85; 63, \$100; 83, \$98.

Class 108. League Island—1 drill press—Bidder 51, \$125 and *\$159.

Class 109. League Island—500 ft. white-pine panel lumber—Bidder 43, \$55; 46, \$50; 92, \$120; 118, *\$44.75; 140, \$52.50.

Class 110. League Island—286 lbs. Muntz metal tubes—Bidder 30, \$65.78; 67, \$65.78; 87, \$65.78; 127, *\$65.78.

Class 111. League Island—350 lbs. condenser tubes—Bidder 23, \$98; 87, \$100.62; 109, \$96.42; 119, *\$99.75.

Class 112. League Island—4 globe valves—Bidder 60, *\$100; 74, \$115.80; 77, \$114; 83, \$100.80.

SCHEDULE 387.—Supplies and Accounts.

Class 121. League Island—Bolts and nuts—Bidder 55, \$2,234.08; 75, \$2,109.62; 83, \$2,389.80; 89, \$2,109.62; 99, \$2,525; 122, *\$2,000.25.

Class 122. League Island—Brass nuts—Bidder 51, \$721; 68, \$567.55; 83, \$713; 107, \$653.50; 122, *\$536.

Class 123. League Island—Stove bolts, tap bolts, iron rivets, tinned rivets, etc.—Bidder 55, \$457.75; 83, \$414.87; 101, \$417.11; 121, *\$380.00.

Class 124. League Island—Galvanized and black plate washers—Bidder 50, \$188.75; 51, \$218; 55, \$253.90; 63, \$205.35; 75, \$202.20; 83, \$204.20; 85, \$238.70; 89, \$201.59; 99, \$202.70; 101, *\$162.80; 121, \$210.67; 122, \$194.40.

Class 125. League Island—20 papers needles, 48 spools thread, and 2,500 yds. cotton twill—Bidder 8, *\$217.14; 33, \$218.77; 85, \$252.40.

Class 126. League Island—500 lbs. cotton and flax twine—Bidder 20, \$173; 33, \$167; 57, \$159.70; 83, \$164; 121, *\$151.

Class 127. League Island—12 doz. drawer locks—Bidder 20, \$58.50; 57, \$57.72; 83, *\$56.82; 85, \$60; 107, \$59.58; 133, \$63; 137, \$60.

Class 128. League Island—50 doz. padlocks—Bidder 20, *\$219.50; 35, \$249.50; 57, \$219.95; 83, \$222.50; 85, \$233.50; 107, \$236; 137, \$225.

Class 129. Portsmouth—18 doz. padlocks—Bidder 20, \$100.86; 35, \$1 7.34; 50, *\$91.02; 57, \$101.16; 83, \$102.30; 85, \$92.82; 107, \$99.96; 137, \$97.

Class 130. Portsmouth—Steel brads and steel wire nails—Bidder 50, \$129.20; 83, \$129.10; 121, *\$126.29.

Class 131. Portsmouth—50 doz. hack-saw blades—Bidder 39, \$124, \$25, and \$17.50; 50, *\$18.50; 57, \$21.42; 63, \$24.25; 83, \$22.50; 85, \$23.70; 89, \$21.95; 121, \$36.75; 122, \$22.50.

Class 132. League Island—Brads and copper nails—Bidder 30, *\$508.90; 50, \$530.40; 67, \$517.20; 83, \$329.40; 107, \$532.91; 121, \$510; 127, \$535.48.

Class 133. League Island—4,000 lbs. steel wire nails—Bidder 21, \$99.10; 30, \$91; 50, \$93; 83, \$93; 121, *\$89.50; 133, \$95.

Class 134. League Island—A quantity of wood and machine screws—Bidder 50, *\$677.26; 51, \$803.36; 55, \$984.26; 83, \$749; 110, \$721.13; 121, \$876.43; 122, \$748.87; 133, \$968.20.

Class 135. Portsmouth—Brass and iron wood and machine screws—Bidder 50, *\$117.01; 55, \$165.28; 110, \$123.89; 121, \$136.03; 122, \$128.08.

Class 136. League Island—40 doz. steel scoop shovels—Bidder 51, \$289; 55, \$301; 57, \$308.80; 83, \$316; 85, *\$203; 89, \$313; 101, \$342.20; 105, \$305; 122, \$296.60; 133, \$435.

Class 137. League Island—2 doz. mauls and 27 doz. hammers—Bidder 50, \$133.19; 51, *\$123.90; 57, \$139.74; 63, \$140; 83, \$137.10; 85, \$145.30; 89, \$136.74; 121, \$177.12; 133, \$160.50; 137, \$141.45.

Class 138. Portsmouth—118 hammers—Bidder 50, \$40.52; 63, *\$38.94; 83, \$38.82; 85, \$42.20; 89, \$39; 121, \$49.48; 137, \$42.25.

Class 139. Portsmouth—4 sets pipe taps, stocks, and dies—Bidder 57, \$106.88; 63, \$107; 75, \$107; 83, \$208; 89, \$102; 121, *\$68; 122, \$106.80.

Class 140. League Island—32 sets standard iron-pipe sets—Bidder 51, \$768.60; 57, \$867.48; 63, \$812.70; 75, \$789; 83, \$741; 89, \$697.42; 121, *\$493.50.

Class 141. League Island—24 doz. monkey wrenches—Bidder 50, \$181.20; 51, \$185.40; 55, \$371.40; 57, \$183.84; 83, *\$177; 101, \$186.96; 121, \$187.20; 133, \$229.50.

Class 142. Portsmouth—A quantity of files—Bidder 39, \$329.71; 50, *\$281.14; 55, \$339.32; 83, \$299.92; 110, \$205.05.

Class 143. League Island—A quantity of files and rasps—Bidder 39, \$90.35; 55, \$90.70; 60, \$159.75; 83, \$79.86; 110, *\$77.21; 121, \$79.16.

Class 144. League Island—29 sets twist drills—Bidder 50, \$88.70; 51, *\$83.18; 57, \$89.20; 63, \$92.45; 81, \$92.33; 83, \$94.60; 89, \$92.33; 110, \$92.33; 121, \$104.57; 133, \$140; 137, \$87.20.

•Accepted.

Schedule of proposals for naval supplies—Continued.

Class 145. League Island—10 rms. crocus cloth, 48 rms. emery cloth, 23 rms. sandpaper, and 25 lbs. emery powder—Bidder 4, \$487.60; 51, \$541.55; 63, \$510.20; 69, \$471.79; 89, \$514.56; 121, \$526.50; 125, \$580.90; 132, \$567.18.

Class 146. League Island—80 doz. galvanized-iron buckets—Bidder 35, \$420; 45, \$423.20; 51, \$460; 55, \$680; 57, \$457.04; 80, \$375.20; 85, \$383.20; 105, \$460; 107, \$434.40; 112, \$418.40; 132, \$397.60.

Class 147. League Island—Grommets, needles, and galvanized-iron rings—Bidder 21, \$447.85; 50, \$314.20; 57, \$289.86; 63, \$299.70; 83, \$326.15; 85, \$266.10; 89, \$325.15; 107, \$265.15; 121, \$332.00.

Class 148. League Island—Washers, squirt cans, oil cans, cotters, funnels, measures, hooks, hooks and eyes, screw eyes, tacks, brass and iron wire, phosphor bronze wire—Bidder 50, \$521.63; 83, \$576.25; 85, \$590.08; 107, \$636.90; 111, informal, part of class; 121, \$385.83.

Class 149. League Island—Augers, calipers, chisels, pliers, planes, and miscellaneous tools—Bidder 50, \$938.23; 51, \$1,180.29; 83, \$1,559.99; 121, \$1,362.29.

Class 150. Portsmouth—Jack chain and miscellaneous hardware—Bidder 50, \$273.22; 83, \$282.73; 85, \$415.55; 107, \$445.01.

Class 151. League Island—A quantity of rolled naval brass—Bidder 67, \$2,203; 109, \$2,203; 121, \$2,205.

Class 152. League Island—Copper rod, sheet brass and strip brass—Bidder 23, \$1,183.25; 67, \$1,183.25; 121, \$1,480.40.

Class 153. League Island—5,600 lbs. sheet lead—Bidder 21, \$433.44; 30, \$431.20; 57, \$409.92; 60, \$420; 87, \$434; 106, \$403.76.

Class 154. League Island—Flat, round, and square bar iron—Bidder 95, \$1,930.50.

Class 155. League Island—Bar steel—Bidder 25, \$192; 26, \$138.60; 32, \$240; 39, \$146.25; 57, \$217.60; 128, \$172.16.

Class 156. League Island—Magnesia pipe covering—Bidder 2, \$1,182.66; 24, \$1,120.48; 35, \$1,168.98; 63, \$1,162.86; 71, \$1,152.52; 72, \$1,099.99.

Class 157. League Island—400 lbs. sheet gum gasket—Bidder 15, \$440; 53, \$432; 55, \$386; 63, \$540; 98, \$520; 108, \$380; 124, \$468; 134, \$380.

Class 158. League Island—3,050 lbs. muriatic and sulfuric acid—Bidder 11, \$69.83; 19, \$75.65; 21, \$103.57; 30, \$43.70; 61, \$84.87; 125, \$42.60.

Class 159. League Island—100 lbs. phosphide of calcium—Bidder 13, \$90; 61, \$162; 125, \$196.

Class 160. League Island—500 lbs. iron or steel cement compound—Bidder 21, \$300; 35, \$99.50; 51, \$110; 60, \$90; 74, \$100; 85, \$112; 89, \$74.50; 105, \$75; 131, \$47.50.

Class 161. League Island—4,000 lbs. concentrated lye—Bidder 19, \$180; 21, \$189.60; 35, \$168; 61, \$174.80; 125, \$159.20; 132, \$184.

Class 162. League Island—1,000 lbs. petroleum—Bidder 19, \$55; 21, \$69.90; 27, \$75; 35, \$68; 49, \$50; 61, \$59.80; 125, \$44.80.

Class 163. League Island—3,000 lbs. Spanish whiting—Bidder 19, \$30; 35, \$47.40; 61, \$37.20; 125, \$35.70.

Class 164. League Island—1,000 lbs. seamless brass pipe—Bidder 5, \$218.50; 23, \$221; 55, \$265; 70, \$218.50; 87, \$227.50; 109, \$223; 119, \$225.

Class 165. League Island—2,000 ft. steam pipe—Bidder 51, \$175; 60, \$190; 74, \$190.

Class 166. Portsmouth—9,250 ft. wrought-iron steam pipe—Bidder 74, \$592.50.

Class 167. League Island—54 doz. water gage glasses—Bidder 51, \$55.30; 60, \$55.93; 74, \$65.70; 79, \$36; 83, \$55; 89, \$39.59; 108, \$54.01; 130, \$49.97.

Class 168. League Island—Bibbs and cocks—Bidder 51, \$53.18; 60, \$68.01; 74, \$69.35; 83, \$69.40; 130, \$61.37.

Class 169. League Island—Angle check and globe valves—Bidder 10, \$1,480.37; 51, \$1,733.70; 57, \$1,372.48; 60, \$1,326.40; 63, \$1,510.70; 74, \$1,324.55; 77, \$1,446.36; 85, \$1,510.56; 89, \$1,386.02.

Class 170. League Island—Bushings, caps, couplings, elbows, nipples, plugs, tees, unions, etc.—Bidder 51, \$1,815.27; 60, \$2,284.47; 68, \$1,919.37; 85, \$2,004.27; 89, \$2,809.52.

Class 171. League Island—Reducing bushings, couplings, crosses, elbows, tees, etc.—Bidder 51, \$194.58; 60, \$218.27; 63, \$216.93; 74, \$221.80; 85, \$202.31.

Class 172. League Island—A quantity of blank books—Bidder 7, \$274.08; 21, \$506.64; 33, \$310.20; 100, \$280.96; 132, \$319.41.

Class 173. League Island—6 doz. press copy books—Bidder 7, \$87; 21, \$122.94; 33, \$105; 100, \$87; 132, \$95.04.

Class 174. League Island—Miscellaneous stationery supplies—Bidder 33, \$730.31; 100, \$707.70; 126, \$738.45; 142, \$802.55.

Class 175. League Island—20,000 shipping tags—Bidder 7, \$48.40; 21, \$54.80; 29, \$51.80; 33, \$52.60; 100, \$54; 126, \$58.80; 142, \$50.

Class 176. League Island—20 doz. scrub brushes—Bidder 45, \$89; 105, \$20.

Class 177. Portsmouth—50 bbls. fire clay—Bidder 21, \$111.50; 35, \$107.50; 42, \$87; 61, \$109.50; 102, \$95.

OPENED MARCH 20, 1906.

Bidder 1. American Mica Co., Newton Lower Falls, Mass.

2. Art Metal Construction Co., Jamestown, N. Y.

3. Anchor Lamp Co., 258 Broadway, New York.

4. Alliance Machine Co., Alliance, Ohio.

5. American Steel and Wire Co., 21 State street, New York.

6. American Tube Works, 95 Broad street, Boston, Mass.

7. American Lumber Manufacturing Co., 209 9th street, Pittsburg, Pa.

8. Asbestos and Magnesite Manufacturing Co., Land Title Building, Philadelphia, Pa.

9. American Glue Co., 121 Beverly street, Boston, Mass.

10. Samuel R. Allman, 917 Elizabeth Building, Baltimore, Md.

11. Ammon & Mackell, 81 Chambers street, New York.

12. American Electric Lamp Co., 26 Cortlandt street, New York.

13. Ansonia Brass and Copper Co., 99 John street, New York.

14. Bethlehem Steel Co., South Bethlehem, Pa.

15. F. S. Banks & Co., 73 Warren street, New York.

16. Bridgeport Brass Co., 253 Broadway, New York.

17. Berry & Alkins, Bainbridge street wharf, Philadelphia, Pa.

18. Benedict & Burnham Manufacturing Co., 37 Park place, New York.

19. Boston Belting Co., 256 Devonshire street, Boston, Mass.

20. Bruce & Cook, 190 Water street, New York.

21. Boesch Lamp Co., 585 Mission street, San Francisco, Cal.

22. Brown & Sharpe Manufacturing Co., Providence, R. I.

23. Baker & Hamilton, 2 Pine street, San Francisco, Cal.

24. Broderick & Bascom Rope Co., 805 N. Main street, St. Louis, Mo.

25. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

26. A. Baldwin & Co., Ltd., corner Camp and Common streets, New Orleans, La.

27. Baldwin Steel Co., 107 John street, New York.

28. Binney & Smith Co., 81 Fulton street, New York.

29. Blacker & Shepard Co., 350 Albany street, Boston, Mass.

30. W. L. Bilisoly & Bro., Norfolk, Va.

31. Belmont Iron Works, 22d street and Washington avenue, Philadelphia, Pa.

32. Almond W. Barnes, Eagle and West streets Brooklyn, N. Y.

33. Brentanos, Inc., Washington, D. C.

*Accepted.

Schedule of proposals for naval supplies—Continued.

34. Boston Lumber Co., 271 Kilby street, Boston, Mass.
35. Brown Hoisting Machinery Co., 26 Cortlandt street, New York.
36. Buffalo Forge Co., Buffalo, N. Y.
37. R. B. Corey, 26 Cortlandt street, New York.
38. James Clendenin, Thames and Caroline streets, Baltimore, Md.
39. W. H. H. Corey, Norfolk, Va.; informal, no guarantee.
40. Joseph F. Curren, 56 Leonard street, New York.
41. R. P. Clarke Co., Washington, D. C.
42. Coggins & Owens, 19 S. Charles street, Baltimore, Md.
43. Wm. Wirt Clark & Son, Monument and Forest streets, Baltimore, Md.
44. Cuyler & Mohler, 611 William street, Baltimore, Md.
45. Carter & Clark, Washington, D. C.
46. California Electrical Works, 642 Folsom street, San Francisco, Cal.
47. Crane Co., 165 Jackson street, Seattle, Wash.
48. Cutter Electric and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.
49. James Clark, Jr., & Co., 315 W. Main street, Louisville, Ky.
50. James B. Clow & Son, 342 Franklin street, Chicago, Ill.
51. A. S. Carmen, Selby, Cal.
52. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.
53. Colonial Steel Co., Keystone Building, Pittsburg, Pa.
54. Crandall Packing Co., 136 Liberty street, New York.
55. Carpenter Steel Co., Reading, Pa.
56. Case Manufacturing Co., Curtis avenue, Columbus, Ohio.
57. Carnegie Steel Co., Pittsburg, Pa.
58. Philip Carey Manufacturing Co., Station R, Cincinnati, Ohio.
59. Commercial Electrical Supply Co., northeast corner 15th and Pine streets, St. Louis, Mo.
60. Columbia Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.
61. Lewis J. Coster, 1229 Real Estate Building, Philadelphia, Pa.
62. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
63. Cleveland Crane and Car Co., Wickliffe, Ohio.
64. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
65. Derby Desk Co., 91 Franklin street, Boston, Mass.
66. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.
67. M. T. Davidson, 43 Keap street, Brooklyn, N. Y.
68. Henry Diston & Sons, Inc., P. O. box 1537, Philadelphia, Pa.
69. Drew Machinery Agency, Manchester, N. H.
70. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
71. J. Eavenson & Sons, Inc., 318 N. 20th street, Philadelphia, Pa.
72. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
73. Electric Launch Co., Bayonne, N. J.
74. Edward J. Etting, Harrison Building, Philadelphia, Pa.
75. Chas. Este, 20th street and Glenwood avenue, Philadelphia, Pa.
76. Jos. N. Early, 127 Reade street, New York.
77. Fisk & Co., Inc., 161 Devonshire street, Boston, Mass.
78. Marshall Field & Co., 200 Adams street, Chicago, Ill.
79. J. H. Fowkes Co., 77 Washington street N., Boston, Mass.
80. Franklin Electric Manufacturing Co., 83 Woodbine street, Hartford, Conn.
81. Henry Frank, 40 Spruce street, New York.
82. Frevert Machinery Co., 18 Dey street, New York.
83. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
84. Fisher, Maginn & Co., 187 Broadway, New York.
85. Fairbanks Co., 416 Broome street, New York.
86. Fitz Dana & Co., 110 North street, Boston, Mass.
87. Richard H. Grey, 123 California street, San Francisco, Cal.
88. General Electric Co., Schenectady, N. Y.
89. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
90. Arthur Gamwell, 1306 Alaska Building, Seattle, Wash.
91. Wm. Geiger, 97 Warren street, New York.
92. Wm. D. Gill & Son, 701 President street, Baltimore, Md.
93. Garlock Packing Co., 136 Liberty street, New York.
94. Germania Electric Lamp Co., Harrison, N. J.
95. General Fire Proofing Co., Youngstown, Ohio.
96. Garlock Packing Co., 604 Arch street, Philadelphia, Pa.
97. R. W. Geldart, 2 Stone street, New York.
98. E. F. Houghton & Co., 240 W. Somerset street, Philadelphia, Pa.
99. Harrington, King & Co., 70 Commercial street, Boston, Mass.
100. Handlan-Buck Manufacturing Co., St. Louis, Mo.
101. Herrick Co., 49 Broad street, Boston, Mass.
102. Harron, Rickard & McCone, 21 Fremont street, San Francisco, Cal.
103. A. Hanbach Co., 305 First avenue, South Seattle, Wash.
104. John G. Hall & Co., 114 State street, Boston, Mass.
105. Charles K. Howe, 31 Market street, San Francisco, Cal.
106. Hayward Co., 97 Cedar street, New York.
107. Howe Spring Mattress Co., 67 Sudbury street, Boston, Mass.
108. Harral Soap Co., 468 Washington street, New York.
109. Martin L. Horn, 80 White street, New York.
110. Josiah N. Hornblower, 349 Broadway, New York.
111. H. W. Hazleton, Washington, D. C.
112. Hartman Co., 1235 N. Front street, Philadelphia, Pa.
113. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
114. Abraham L. Hirsh, 368 Greenwich street, New York.
115. Lewis H. Jones, P. O. box 666, Detroit, Mich.
116. Wm. Jessop & Sons, Ltd., 91 John street, New York.
117. Wm. G. Johnson, 511 First avenue, Seattle, Wash.
118. H. W. Johns-Manville Co., 100 William street, New York.
119. George R. Johnson, 1102 American Building, Baltimore, Md.
120. Charles C. James, 44 Third avenue, New York.
121. Jenkins Manufacturing Co., 13 Park Row, New York.
122. Keasbey & Mattison, Ambler, Pa.
123. Kieley & Mueller, 34 W. 13th street, New York.
124. Keuffel & Esser Co., 127 Fulton street, New York.
125. Knowles Steam Pump Co., 114 Liberty street, New York.
126. George W. Knowlton, 88 Broad street, Boston, Mass.
127. Kalt Lumber Co., 312 E. 64th street, New York.
128. R. A. Keasbey, 100 N. Moore street, New York.
129. Karthaus Fire Brick Co., Karthaus, Pa.
130. James L. Knapp, 104 Reade street, New York.
131. Keasbey & Mattison Co., 100 John street, New York.
132. J. B. Kendall, Washington, D. C.
133. E. F. Keating Co., 452 Water street, New York.

Schedule of proposals for naval supplies—Continued.

134. Lumlay-Dodson Co., Norfolk, Va.
135. John Lucas & Co., 322 Race street, Philadelphia, Pa.
136. Arthur J. Lockwood, 12 Platt street, New York.
137. J. H. Leonard & Co., 15 Park Row, New York.
138. Manhattan Oil Co., 51 Front street, New York.
139. Massasoit Manufacturing Co., Fall River, Mass.
140. Morgan Engineering Co., Alliance, Ohio.
141. Mica Manufacturing Co., 307 W. Broadway, New York.
142. James McCay, 508 Germania Bank building, Pittsburg, Pa.
143. J. Gibson McIlvain & Co., 58th street and Woodland avenue, Philadelphia, Pa.
144. Morris-Ireland Safe Co., 64 Sudbury street, Boston, Mass.
145. Macmillan Co., 64 Fifth avenue, New York.
146. Moran Bros. Co., Seattle, Wash.
147. John W. Masury & Son, P. O. box 1012, New York.
148. W. B. Moses & Sons, Washington, D. C.
149. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
150. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
151. Marine Manufacturing and Supply Co., 157 South street, New York.
152. R. H. Macy & Co., New York.
153. Montgomery & Co., 105 Fulton street, New York.
154. Manhattan Supply Co., 127 Franklin street, New York.
155. Manning, Maxwell & Moore, 85 Liberty street, New York.
156. E. J. Murphy Co., Inc., Washington, D. C.
157. New Jersey Asbestos Co., 52 Dey street, New York.
158. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
159. Northern Engineering Works, Chene and Atwater streets, Detroit, Mich.
160. Niagara Radiator Co., Washington Loan and Trust Co. Building, Washington, D. C.
161. New York Boat Oar Co., 60 West street, New York.
162. New Jersey Foundry and Machine Co., 9 Murray street, New York.
163. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
164. Neville & Grubb, Norfolk, Va.
165. National Electrical Supply Co., Washington, D. C.
166. Niles-Bement-Pond Co., 111 Broadway, New York.
167. North Penn Iron Co., 3d and Venango streets, Philadelphia, Pa.
168. New York Sand Facing Co., 610 Kent avenue, Brooklyn, N. Y.
169. O'Neill Bros., Inc., Howard and Columbia avenue, Philadelphia, Pa.
170. Pacific Hardware and Steel Co., Mission and Fremont streets, San Francisco, Cal.
171. John J. O'Rourke, 5 Worth street, New York.
172. Old Dominion Paper Co., Norfolk, Va.
173. Charles O'Regan, Foot 24th street, Brooklyn, N. Y.
174. Pawling & Harnischfeger, Milwaukee, Wis.
175. Prentiss Tool and Supply Co., 115 Liberty street, New York.
176. G. P. Putnam Sons, 27 W. 23d street, New York.
177. Porter Co., 194 Water street, New York.
178. Perth Amboy Fire Brick Co., 42 Broadway, New York.
179. Palmer, Parker & Co., 103 Medford street, Charlestown, Mass.
180. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
181. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
182. Pittsburg Plate Glass Co., 1602 Frick Building, Pittsburg, Pa.
183. Pedrick & Smith, Germantown, Philadelphia, Pa.
184. Pettolins Bros., Bethlehem, Pa.
185. J. W. Paxson & Co., 1021 N. Delaware avenue, Philadelphia, Pa.
186. Porter & Moore Co., Norfolk, Va.
187. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
188. Pettingell-Andrews Co., 160 Pearl street, Boston, Mass.
189. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
190. Rome Brass and Copper Co., Rome, N. Y.
191. Riverside Mills, Augusta, Ga.
192. John A. Roeblings Sons, 117 Liberty street, New York.
193. Ricketts Engineering Co., Washington, D. C.
194. Edwin Ross, 205 La Salle street, Chicago, Ill.
195. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
196. Railway Supply and Manufacturing Co., 1234 Harrison avenue, Cincinnati, Ohio.
197. Rudolph & West Co., Washington, D. C.
198. H. A. Rogers Co., 19 John street, New York.
199. O. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
200. Paul S. Reeves & Son, 1415 Catherine street, Philadelphia, Pa.
201. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
202. Siegel-Cooper Co., New York.
203. Chas. E. Sholes, 164 Front street, New York.
204. Standard Scale and Supply Co., 243 Water street, Pittsburg, Pa.
205. Standard Motor Construction Co., 172 Whiton street, Jersey City, N. J.
206. Sherman-Brown-Clements Co., 55 Dey street, New York.
207. Smith-Courtney Co., Richmond, Va.
208. Sprague Electric Co., 527 W. 34th street, New York.
209. Joseph N. Snellenburg, 12th and Market streets, Philadelphia, Pa.
210. Thos. Somerville & Sons, Washington, D. C.
211. Stearns & Henderson, 87 Portland street, Boston, Mass.
212. Swift & Co., Union Stock Yards, Chicago, Ill.
213. Siemon & Elting, 194 Front street, New York.
214. Schwabacker Hardware Co., Seattle, Wash.
215. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
216. Safety Armorite Conduit Co., 704 Bailey-Farrell Building, Pittsburg, Pa.
217. Charles Scribner's Sons, 153 Fifth avenue, New York.
218. A. G. Spalding & Bro., 126 Nassau street, New York.
219. Henry Sondheimer, 914 Stock Exchange Building, Chicago, Ill.
220. Charles A. Schieren & Co., 38 Ferry street, New York.
221. James K. Shaw, 25 Duane street, New York.
222. Fred. A. Schmidt, Washington, D. C.
223. Standard Electrical Manufacturing Co., 1432 Bedford avenue, Brooklyn, N. Y.
224. Thomas W. Smith, Washington, D. C.
225. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
226. Snare & Trieste Co., 143 Liberty street, New York.
227. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
228. Levi Strauss & Co., 17 Battery street, San Francisco, Cal.
229. Stokes Bros. Co., Inc., 30th street, below Chestnut street, Philadelphia, Pa.
230. Smith & Mabley, Inc., Broadway and 56th street, New York.
231. E. B. Townsend, 27 Kilby street, Boston, Mass.

Schedule of proposals for naval supplies—Continued.

232. Thomas & Betts Co., 299 Broadway, New York.
 233. Nathan A. Taylor, 300 Chestnut street, Philadelphia, Pa.
 234. Taunton-New Bedford Copper Co., New Bedford, Mass.
 235. Edward A. Temple, 100 William street, New York.
 236. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
 237. George C. Thomas, 26 Cortlandt street, New York.
 238. United States Radiator Co., Dunkirk, N. Y.
 239. Universal Supply Co., 290 Broadway, New York.
 240. W. H. Wynne & Co., Inc., West Decatur, Pa.
 241. John D. Westbrook, Norfolk, Va.
 242. Williams & Whittlesey Co., Long Island City, N. Y.
 243. John Wanamaker, New York.
 244. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
 245. Whiting Foundry Equipment Co., Harvey, Ill.
 246. Waldo Bros., 102 Milk street, Boston, Mass.
 247. Warren Steam Pump Co., 95 Liberty street, New York.
 248. Western Electric Co., 463 West street, New York.
 249. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 250. F. Weber & Co., 1125 Chestnut street, Philadelphia, Pa.
 251. Watson & Pittenger, 420 Carroll street, Brooklyn, N. Y.
 252. Frank L. Young & Kimball, 111 Purchase street, Boston, Mass.
 253. Great Western Smelting and Refining Co., 67 Folsom street, San Francisco, Cal.
 254. H. M. Halderman, 21 1st street San Francisco, Cal.
 255. E. B. James Lumber Co., 16 Central street, Boston, Mass.

SCHEDULE 371.—Construction and Repair.

- †Class 1. Portsmouth—2 wall radial drills with motor drive—No bids.
 Class 2. Portsmouth—1 22½-in. upright drill, motor drive—Bidder 49, \$367; 166, \$312 and *\$358; 175, \$297 and \$324; 193, \$380.
 Class 3. Portsmouth—Electric-driven sensitive drill—Bidder 49, \$105; 155, *\$100; 166, \$105.
 Class 4. Portsmouth—3 electrically driven dry emery grinders—Bidder 82, \$741; 155, *\$786 and \$729.
 Class 5. Portsmouth—1 No. 2 cutter grinding machine, electrically driven—Bidder 22, *\$371; 25, \$650; 175, \$329 and \$340.
 Class 6. Portsmouth—1 horizontal punch and bender—Bidder 155, *\$2,750.
 Class 7. Portsmouth—1 pipe-bending machine—Bidder 62, \$135; 155, *\$124; 183, \$140.
 Class 8. Portsmouth—1 electrically driven two-piece crank shaper—Bidder 166, \$945; 175, \$922; 193, *\$834.
 Class 9. Portsmouth—1 No. 0 plain milling machine, electrically driven—Bidder 22, *\$890; 25, \$905; 166, \$755 and \$830.
 Class 10. Boston—1 electric traveling crane of 20,000 lbs. capacity—Bidder 4, \$3,372; 56, \$2,410; 63, *\$2,295; 140, \$3,125; 159, \$2,530; 166, \$2,935; 167, \$2,344.50; 193, \$3,650; 208, \$2,900; 245, \$2,620.
 Class 11. League Island—4 1-ton turntables, 4 trolley blocks (1 ton), and 2 trolley blocks (½ ton)—Bidder 35, *\$1,160; 174, \$2,695.

SCHEDULE 372.—Yards and Docks.

- Class 21. Mare Island—6,700 lbs. anchor bolts—Bidder 23, \$435.50; 87, \$314.90; 162, *\$284.08; 206, \$335; 237, \$304.85.

*Accepted.

- Class 22. Mare Island—600 lbs. plow steel and 50 drop-forged wire-rope clips—Bidder 23, \$192; 24, *\$172.23; 38, \$197; 87, \$212.50; 105, \$172.40; 162, \$193; 237, \$182.50.

- Class 23. Puget Sound—38,960 ft. Douglas fir—Bidder 51, \$844.30; 90, \$717.28; 146, *\$603.36.

- Class 24. Mare Island—9,287 lbs. railway bridge steel—Bidder 57, \$442.99; 87, \$408.63; 237, *\$382.62.

- Class 25. Mare Island—1,330 ft. black iron pipe and a quantity of tees, elbows, couplings, unions, extension pipe hangers, etc.—Bidder 66, *\$292.50; 100, \$380.28; 254, \$312.82.

- Class 26. Mare Island—Cast-iron flanges, elbows, tees, wrought-iron pipe, gate valves, gages, etc.—Bidder 254, *\$420.81.

- Class 27. Mare Island—Ornamental cast-iron radiators suitable for either steam or hot water, bushed for 1½-in. pipe for two-pipe system, with supply end fitted with plugs and tap for air valves—Bidder 50, \$701.01; 160, *\$292.77, part; 238, \$366.07, part; 254, \$624.40.

- †Class 28. Mare Island—1 complete set of standard 16-in. derrick irons and one 12-ft. diameter steel bull wheel and guiding sheaves—Bidder 102, \$1,022; 237, \$572.

- Class 29. Mare Island—1 Hayward orange-peel bucket having capacity of 1½ cu. yds., weighing about 4,300 lbs.—Bidder 15, \$804.50; 17, \$995; 43, *\$799; 100, \$800; 102, \$833.50; 106, \$848; 237, \$850.

- Class 30. Mare Island—1,910 ft. magnesia sectional covering—Bidder 43, \$398.31; 58, \$336.32; 118, *\$336.32; 122, \$336.32.

SCHEDULE 373.—Construction and Repair.

- Class 31. Mare Island—10,200 lbs. nuts—Bidder 23, \$852.05; 66, \$1,002.50; 87, \$980; 90, *\$778.70; 155, \$854.70; 170, \$1,051.45; 206, \$801.05.

- Class 32. Mare Island—16,500 ft. Oregon pine spar stocks—Bidder 51, *\$775.50; 90, \$775.50.

- Class 33. Mare Island—25 cu. yds. loam and 25 cu. yds. sand—Bidder 51, *\$156.25.

SCHEDULE 374.—Steam Engineering.

- Class 41. Mare Island—3 soldering irons and 6 electric torches—Bidder 17, \$60.97; 23, \$38.80; 46, \$33.45; 66, *\$31.22; 87, \$64.

- Class 42. Mare Island—1 4-ton hydraulic jack, 2 7-ton hydraulic jack, and 1 10-ton hydraulic jack—Bidder 23, \$165; 43, \$165.35; 66, \$163.27; 87, \$185; 90, \$253; 100, \$165.65; 132, \$168.50; 155, \$156.70; 170, \$192.80; 180, \$162; 201, *\$141.81; 206, \$160.20.

- Class 43. Mare Island—1 portable forge—Bidder 23, \$52; 36, \$47; 43, \$46; 66, \$44.80; 87, \$54.90; 90, \$55; 97, \$44.74; 170, \$47; 180, *\$44.

- Class 44. Mare Island—1 boiler tube cutter and 1 drill press—Bidder 23, \$74; 66, \$69.77; 87, \$79; 90, \$99; 155, *\$65.25.

- Class 45. Mare Island—1 handy billy pump—Bidder 23, *\$52; 87, \$81.25; 237, \$85;

- Class 46. Mare Island—1 testing outfit—Bidder 23, \$99.50; 66, \$79.90; 87, \$89.50; 155, *\$71; 170, \$95.75.

- Class 47. Mare Island—1 valve reseating machine—Bidder 15, \$175; 23, \$175; 66, \$175; 69, *\$131; 87, \$175; 90, \$175; 97, \$175; 100, \$325; 102, \$180; 155, \$175; 170, \$192.50; 201, \$175; 206, \$175.

- Class 48. Mare Island—1 steam ejector—Bidder 23, \$36; 66, \$11.95; 87, \$64; 102, *\$8.65; 155, \$12; 201, \$22.82.

- Class 49. Mare Island—2 tube expanders—Bidder 23, \$50; 66, \$34.80; 87, \$48; 90, \$42; 100, \$22; 155, *\$19.60; 201, \$22.30; 206, \$22.98.

- Class 50. Mare Island—1 set of 25 reamers, 1 set of 5 reamers, 10 Morse twist drills, and 3 sets standard drills—Bidder 23, \$19.55; 66, \$104.64; 87, \$146.43; 100, \$116.15; 197, *\$97.06.

- Class 51. Mare Island—A quantity of hardware and tools—Bidder 23, *\$540.92; 66, \$574.23; 87, \$718.60; 155, \$623.69.

- Class 52. Mare Island—1 lamp, 2 lamp feeders, 6 lamp pricklers, 6 bull's-eye lanterns, and 24 globe lanterns—Bidder 21, *\$80.50; 23, \$108.10; 87, \$142.40; 155, \$106.47; 177, \$90.60.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 53. Mare Island—Draftsman's supplies—Bidder 23, \$264.63; 66, \$272.49; 87, \$295; 124, \$291.45; 172, \$246.87; 189, \$251.78; 222, *\$236.58.

Class 54. Mare Island—Reference books—Bidder 17, \$42.80; 23, \$38; 33, *\$24.50; 87, \$48; 172, \$36.33.

SCHEDULE 375.—Equipment and Supplies and Accounts.

Class 61. Mare Island—600 sockets (rubber) and 300 rubber rings—Bidder 46, *\$184.35; 66, \$216; 88, \$275.25.

†Class 62. Mare Island—6,000 ft. of lighting wire—Bidder 88, \$840.

Class 63. Puget Sound—1,000 lbs. iron nuts—Bidder 66, \$112.20; 87, \$150; 90, \$117.25; 132, *\$107; 155, \$124.70; 170, \$175.50; 206, \$134.

Class 64. Puget Sound—40 doz. padlocks—Bidder 15, \$247.60; 43, \$208.80; 87, \$198; 97, *\$178.80; 117, \$220; 154, \$193.60; 170, \$179.60; 201, \$212.80; 214, \$232.

Class 65. Puget Sound—85 gross brass machine screws, 255 gross brass wood screws—Bidder 66, \$216.17; 90, \$217.75; 117, *\$204.05; 170, \$218.80; 206, \$211; 214, \$280.20.

Class 66. Puget Sound—2,000 stove bolts and nuts, 100 lbs. wire brads, 2 rms. emery cloth, 22 prs. butt hinges, 60 doz. prs. nickel-plated hinges, 12 doz. hooks and eyes—Bidder 66, *\$92.50; 90, \$226.80; 97, \$157; 117, \$218.20; 154, \$172.64; 170, \$186.08; 201, \$191.96.

Class 67. Puget Sound—10,000 lbs. ingot copper—Bidder 38, \$2,095; 87, \$2,390; 90, \$1,990; 163, \$2,000; 253, *\$1,850.

Class 68. Puget Sound—400 lbs. copper rod—Bidder 18, \$93.41; 38, \$96; 90, \$108; 170, *\$92.40; 190, \$93.40.

Class 69. Puget Sound—5,000 lbs. galvanized sheet iron—Bidder 87, \$200; 90, \$212; 100, \$265; 103, \$205; 117, *\$191.50; 132, \$220; 170, \$207.50; 214, \$197.50.

Class 70. Puget Sound—1,000 lbs. seamless brass pipe—Bidder 6, *\$218.50; 18, \$222; 47, \$219; 90, \$250; 115, \$218.50; 170, \$226; 190, \$227.50.

Class 71. Puget Sound—4,000 ft. wrought iron steam pipe—Bidder 47, *\$673.20; 103, \$504.

Class 72. Puget Sound—1,000 yds. Dowlas linen—Bidder 41, \$298.90; 87, \$500; 154, \$294.40; 195, \$345; 228, *\$292.50.

Class 73. Puget Sound—1,000 yds. of mattress ticking—Bidder 41, \$163.80; 154, \$164; 195, \$155; 228, *\$150.

SCHEDULE 388.—Yards and Docks.

Class 81. Norfolk—For the complete installation of a system of beams—Bidder 31, *\$1,190; 226, \$1,496.

SCHEDULE 389.—Equipment.

Class 91. Boston—20,000 fire brick—Bidder 70, \$640 and \$580; 74, \$480 and \$425; 77, \$450 and \$630; 129, \$564, alternate; 178, \$602.40 and \$562.40; 181, \$630 and \$590; 193, \$540, alternate; 240, \$720 and \$700; 246, \$560 and *\$510.

Class 92. Boston—25,000 fire brick—Bidder 74, \$850 and \$781.25; 77, \$712.50 and \$700; 178, \$753 and \$703; 181, \$580 and *\$800; 193, \$675, alternate; 240, \$900 and \$875; 246, \$1,050 and \$950.

Class 93. Boston—20 tons kaolin—Bidder 17, \$174.80 and \$134.80; 70, \$119.80 and \$113; 77, \$117 and \$107; 168, \$95 and *\$83; 181, \$120 and \$110; 246, \$125, original.

Class 94. Boston—40 tons beach sand—Bidder 17, \$240 and \$200; 70, \$144.80 and \$150; 77, \$154 and \$154; 168, \$154.80 and *\$128; 246, \$160, original.

Class 95. Boston—1 35-horsepower electric motor—Bidder 59, *\$485; 88, \$560.

Class 96. Norfolk—2,000 lamps—Bidder 3, *\$240; 12, \$300; 59, \$300; 60, \$340; 80, \$300; 88, \$340; 91, \$300; 94, \$295; 165, \$300; 188, \$300; 223, \$300; 244, \$300; 248, \$300.

Class 97. New York—70 electric bells—Bidder 165, *\$40.50; 193, \$127.50; 248, \$44.

*Accepted.

Class 98. New York—12 voltmeters—Bidder 48, \$322.50; 61, *\$277.50; 165, \$627; 248, \$334.80.

Class 99. New York—1,500 malleable iron unions—Bidder 37, \$270; 216, \$187.50; 232, \$277.50; 248, *\$183.75.

Class 100. Boston—17,000 lbs. crucible cast steel wire—Bidder 5, \$1,710; 38, \$1,710; 154, \$1,703; 192, *\$1,648.

Class 101. New York—20 doz. wrought-iron shackles and 1,087 lbs. close-link straight chain—Bidder 97, *\$101.95; 142, \$209.64; 154, \$126.30; 155, \$216.67; 162, \$199.09; 201, \$256.27; 237, \$267.91.

Class 102. New York—50 copies Chinese Made Easy—Bidder 11, \$262.50; 33, \$237.50; 145, \$240; 172, \$255; 176, \$240; 215, *\$237.50.

Class 103. New York—A quantity of text books—Bidder 11, \$535; 33, \$585; 172, *\$415; 176, \$507.50; 215, \$507.50; 217, \$510; 243, \$502.50.

Class 104. New York—A quantity of text books—Bidder 11, \$822.66; 33, \$827.58; 145, informal, part of class; 176, *\$696.50; 215, \$736.33, part; 243, \$821.75.

Class 105. New York—2,700 lbs. white bellows leather—Bidder 81, *\$1,755; 98, \$3,240; 220, \$2,880.

Class 106. New York—60 lbs. sheet brass—Bidder 18, \$12.46; 38, *\$12.44.

Class 107. New York—A quantity of athletic supplies—Bidder 218, *\$1,324.50.

Class 108. Boston—1,000 tons dry gas coke—Bidder 231, *\$7,150.

SCHEDULE 390.—Ordnance.

Class 111. Washington—10,000 spools sewing cotton—Bidder 17, \$624; 41, \$319; 78, *\$300; 109, \$371.40; 110, \$329; 154, \$458.33; 209, \$408.33.

Class 112. Norfolk—100,000 yds. cotton tape—Bidder 40, \$775; 41, \$748; 76, \$790; 78, *\$632.50 and \$670; 154, \$746.90; 164, \$893; 209, \$875; 236, \$679; 239, \$747.

Class 113. Washington—102 doz. twist drills—Bidder 42, \$161.92; 83, \$144.08; 85, *\$140.62; 90, \$162.44; 100, \$160.70; 132, \$160.70; 137, \$160.70; 153, \$162.58; 186, \$160.02; 197, \$160.70; 198, \$160.70.

Class 114. Washington—A quantity of files—Bidder 68, \$644.14; 197, *\$567.42.

Class 115. Newport—A quantity of steel wire, phosphor bronze wire, tool steel rod, machine steel rod, unannealed sheet brass, etc.—Bidder 153, *\$109.61; 200, informal, part of class.

Class 116. Washington—10,000 lbs. nails—Bidder 38, *\$26.60; 201, \$29.70.

Class 117. Washington—14,000 ft. soft white pine and 90,000 ft. white pine shelving—Bidder 7, \$7,532; 72, \$5,670; 75, \$6,460; 92, *\$5,428.50; 143, \$1,155, part; 224, \$6,252; 229, \$6,098; 249, \$6,141.50.

Class 118. Washington—7,000 ft. Georgia pine and 7,000 ft. Virginia pine—Bidder 72, *\$775; 75, \$1,370; 224, \$461.

Class 119. Washington—20,000 ft. yellow poplar—Bidder 7, \$1,300; 45, \$1,240; 72, *\$1,100; 75, \$1,200; 90, \$1,280; 92, \$1,102.60; 119, \$1,299; 143, \$6,250; 224, \$1,130; 229, \$1,190; 249, \$1,150.

Class 120. Washington—10,000 ft. Virginia pine, 25,920 ft. Georgia pine—Bidder 72, \$1,676; 224, *\$1,184.

Class 121. Washington—10,000 ft. commercial spruce—Bidder 7, \$350; 72, \$367.50; 75, \$350; 92, *\$267.76; 119, \$287.50; 224, \$294; 149, \$283.25.

Class 122. Washington—5,000 ft. quartered white oak and 10,000 ft. white oak—Bidder 7, \$1,250; 45, *\$1,192.50; 72, \$1,252.50; 75, \$1,490; 90, \$1,314; 92, \$1,417.50; 119, \$1,063.75; 219, \$1,260.

Class 123. Washington—3,000 ft. baywood—Bidder 72, \$480; 92, \$630; 179, *\$478.50; 224, \$502.50.

Class 124. Newport—300 lbs. naval bronze castings—Bidder 17, \$150; 154, *\$106.20.

†Class 125. Newport—A large quantity of bronze rod and bronze tubing—Bidder 200, \$775.50, part.

†Class 126. Newport—A quantity of forgings—No bids.

Class 127. Washington—8,300 lbs. annealed high-speed steel 650 lbs. high-speed steel, and 1,257 lbs. round disks of high-speed steel—Bidder 14, *\$5,229.20; 27, \$5,536.92; 52, \$5,841.62; 53, \$5,885.18;

†No award.

Schedule of proposals for naval supplies—Continued.

55, \$5,558.89; 100, \$6,027.30; 116, \$5,392.11; 132, \$6,174.48; 149, \$5,946.20; 154, \$5,606.70.

Class 128. Washington—200 lbs. packing—Bidder 15, \$148; 17, \$193; 54, \$140; 90, \$290; 96, \$166.64; 126, \$180; 133, \$129.80; 157, *\$90; 165, \$160; 210, \$228.

Class 129. Washington—200 lbs. spiral packing—Bidder 15, \$148; 17, \$278; 54, \$190; 90, \$290; 96, \$264.64; 126, \$170; 133, \$179.80; 157, *\$120; 210, \$285.

Class 130. Washington—566 lbs. wire insertion packing—Bidder 15, *\$309.83; 17, \$517.08; 54, \$413.18; 90, \$452.80; 96, \$499.22; 126, \$367.90; 133, \$339.60; 157, \$339.60; 210, \$594.30.

Class 131. Washington—1,000 ft. magnesla sectional covering—Bidder 8, \$400; 118, \$398.40; 122, *\$390; 210, \$441.

Class 132. Washington—1,200 ft. black wrought-iron pipe—Bidder 17, \$760.80; 44, *\$728.60; 112, \$799.73; 133, \$748; 154, \$786; 210, \$789.30.

Class 133. Washington—Reducing flange, elbows, tees, plugs, etc.—Bidder 17, \$109.00; 44, \$115.75; 112, *\$99.20; 133, \$112.35; 210, \$99.98.

Class 134. Washington—3 gate flange valves—Bidder 17, \$169.05; 44, \$198; 97, \$195; 112, \$139.05; 133, \$270; 137, \$303.60; 154, \$177; 210, *\$138.60.

Class 135. Washington—2 Bundy traps—Bidder 17, \$300; 85, \$139.50; 97, \$251.66; 112, \$250; 123, *\$190; 133, \$500 and \$400; 137, \$299.60; 155, \$254.40; 210, \$245.60.

†Class 136. Washington—350 cotton-web trunk straps—Bidder 85, \$220.

SCHEDULE 301.—Construction and Repair.

Class 141. New York—1,000 lbs. rivets—Bidder 17, \$74.90; 38, \$60; 154, *\$29.40; 155, \$50.47; 201, \$68.

†Class 142. Boston—6 doz. handled cement brushes—No bids.

Class 143. Boston—24 yds. enameled cloth, 40 balls twine, 300 yds. bed ticking, 500 yds. cheese or Soudan cloth, 100 yds. burlap, 300 yds. cotton cloth, 6 gross furniture springs—Bidder 41, *\$144.60; 79, \$159.40; 152, \$114.52.

Class 144. Boston—300 lbs. feathers—Bidder 41, \$255; 79, \$225; 90, *\$180; 152, \$207.

Class 145. Boston—30 lbs. insulating cloth—Bidder 1, *\$47.25.

Class 146. Boston—A quantity of sheet mica, cotton sleeving, hard rubber, linen tape, sheet fiber, magnet wire, white fiber rod, etc.—Bidder 91, *\$281.40; 141, Informal, part of class.

Class 147. Boston—A quantity of chairs and stools—Bidder 65, \$3,183.12; 97, \$2,934; 148, \$3,031.50; 152, *\$2,422.50; 202, \$3,031.50; 211, \$3,000.78.

Class 148. League Island—9 chairs and 1 stool—Bidder 65, \$71.39; 47, \$67.95; 148, \$68; 152, *\$56.02; 202, \$68; 211, \$67.26.

Class 149. League Island—Plumbing fixtures—Bidder 121, \$59.84; 221, *\$43.07.

Class 150. Boston—49 wire-spring mattresses—Bidder 107, *\$202.75; 152, \$228.83.

Class 151. Boston—10 document file cases—Bidder 2, \$438; 95, *\$351; 211, *\$359.98.

Class 152. New York—48 doz. twist drills and 6 drill chucks—Bidder 42, *\$31.38; 100, \$41.94; 137, \$32.94; 153, \$44.10; 227, \$34.07.

Class 153. New York—78 sets machinist's hand taps—Bidder 15, \$48.78; 97, *\$48.18; 100, \$54.18; 227, \$66.48.

Class 154. Boston—96 double-end pipe dies—Bidder 83, *\$101.52; 85, \$105.80; 155, \$104.64; 227, \$109.32.

Class 155. Portsmouth—68 gross brass wood screws, 1 ream sandpaper—Bidder 83, *\$36.54; 85, \$40.90; 90, \$42.45; 227, \$38.97; 235, \$48.86.

Class 156. New York—100 prs. hinges—Bidder 97, *\$60; 154, \$76.70; 201, \$75.

Class 157. League Island—170 doz. prs. hinges and 170 doz. buttons—Bidder 83, *\$216.75; 97, \$275.40; 154, \$256.70; 201, \$399.50.

Class 158. League Island—1 blacksmith's forge and 1 rivet forge—Bidder 36, \$49; 83, \$58; 97, \$43.45; 153, *\$43; 207, \$61.62; 227, \$61.

Class 159. League Island—3 hydraulic jacks—Bidder 15, \$260; 132, \$137; 153, \$126; 154, \$141.20;

155, \$126.50; 201, \$119.40; 206, *\$115.49; 207, \$148.40; 227, \$139.50.

Class 160. Boston—12 doz. locks—Bidder 83, \$252; 97, *\$216; 201, \$252.

Class 161. Boston—2 warehouse trucks and 2 extra-heavy handcarts—Bidder 83, \$70; 85, \$84.50; 154, *\$68.80.

Class 162. Boston—2 doz. lanterns, 12 doz. globes, 6 doz. burners—Bidder 85, \$46.20; 154, \$21.96; 155, *\$19.90; 177, \$26.40; 227, \$29.90.

Class 163. Boston—1 swivel-claw hydraulic jack, 12 galvanized-iron barrels, and 4 doz. levelling jacks—Bidder 83, \$103.50; 153, \$134.50; 154, *\$97.75; 227, \$141.20.

Class 164. Boston—A quantity of tacks, hasp hinges, butts, lock strikers, cupboard bolts, chest handles, key blanks, drawer pulls, etc.—Bidder 83, *\$350.25.

Class 165. League Island—Miscellaneous hardware—Bidder 83, \$278.85; 153, \$275.60; 227, \$366.51.

Class 166. New York—Emery wheels, circular saws, band saw, tongue and groove tools, knives, etc.—Bidder 69, \$93.30; 153, \$80.80; 154, *\$80.40.

Class 167. Boston—A quantity of brass hexagon nuts, soft-rubber tubing, rope thimbles, ship augers, etc.—Bidder 83, *\$99.14; 153, \$114.40; 154, \$124.28; 227, \$209.10.

Class 168. New York—Gate hooks and eyes, cornice hooks and eyes, cup hooks, tacks, etc.—Bidder 83, *\$780.66; 153, \$792.82.

Class 169. Portsmouth—8,500 ft. white ash—Bidder 72, \$635; 75, \$634.50; 90, \$705; 82, \$581.80; 127, \$756; 143, \$935; 219, *\$548.50.

Class 170. Portsmouth—2,000 ft. white pine—Bidder 29, \$199; 34, \$190; 72, *\$180; 92, \$299; 127, \$196.

Class 171. Portsmouth—10,000 ft. yellow cypress—Bidder 72, \$1,030; 90, *\$682.

Class 172. Boston—25,000 ft. white-oak butts—Bidder 72, \$22,237.50; 75, *\$1,500; 119, \$1,500.

Class 173. Boston—250 black-spruce poles—Bidder 72, \$1,725; 92, \$887.50; 104, \$1,025; 119, *\$812.50; 173, \$1,175; 255, \$1,087.50.

Class 174. New York—14,000 lbs. steel rod—Bidder 17, \$1,260; 52, *\$448; 132, \$520.80; 136, \$630; 235, \$537.60.

Class 175. Boston—802 lbs. sheet zinc—Bidder 38, *\$64.16; 87, \$68.17; 101, \$66.16; 113, \$65.76; 150, \$68.17.

Class 176. Boston—300 ft. plain air hose—Bidder 19, \$51; 89, \$60; 93, \$135; 154, \$51; 158, *\$36.75.

Class 177. Boston—25 gals. insulating paint—Bidder 154, \$33; 201, \$35; 225, \$29.75; 248, *\$28.75.

Class 178. New York—5,000 lbs. marine glue—Bidder 28, *\$412; 111, \$550; 151, \$424.50; 213, \$400.

Class 179. Boston—10 lbs. pitch—Bidder 99, *\$52.50; 114, \$39.80; 239, \$55.70.

Class 180. Boston—500 ft. brass tubing—Bidder 16, *\$39.50; 18, \$40; 190, \$43.50.

Class 181. New York—300 ft. wrought-iron pipe—Bidder 133, \$67.50; 154, *\$55.20.

Class 182. Boston—1 metal strong box—Bidder 144, *\$86.

Class 183. League Island—36 deck lights—Bidder 64, *\$63.

Class 184. Portsmouth—150 white-ash oars—Bidder 90, *\$337.50; 99, \$384.75; 161, \$393.

SCHEDULE 392.—Steam Engineering

Class 191. New York—5,400 lbs. bolts and nuts and 1,300 lbs. nuts—Bidder 153, \$3,180; 154, \$3,450; 200, \$2,923.80; 201, \$5,345; 206, *\$2,685.

Class 192. New York—1,300 lbs. bolts and nuts and 1,300 lbs. nuts—Bidder 153, \$204.50; 154, \$228.20; 206, *\$183.50.

Class 193. Norfolk—A quantity of bolts, nuts, rivets, screws, etc.—Bidder 83, *\$373.06; 153, \$543.83; 206, \$461.39.

Class 194. New York—A quantity of bolts, rivets, washers, etc.—Bidder 90, \$3,214.14; 201, *\$99.96; 235, \$70.75.

Class 195. Norfolk—A large quantity of rivets—Bidder 90, *\$303.50.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 196. League Island—100 tons Lumberton sand—Bidder 17, \$360; 74, \$220; 184, *\$110; 185, \$210.

Class 197. League Island—10 tons of Millville core gravel—Bidder 17, \$41; 184, *\$22.50; 185, \$45.

Class 198. New York—A large quantity of files—Bidder 68, \$504.81; 94, \$623.05; 90, \$505.66; 153, \$462.50; 155, *\$431.39.

Class 199. Norfolk—A quantity of machine screws—Bidder 83, *\$160.25; 90, \$170.82; 153, \$342.90; 201, \$192.58.

Class 200. Norfolk—3 sets reamers—Bidder 100, \$100.75; 134, \$154.75; 153, \$122.80; 154, \$154.50; 155, *\$92.91; 186, \$104.80; 197, \$111.72; 201, \$107.

Class 201. Norfolk—4 carborundum wheels and 2 emery wheels—Bidder 100, \$23.70; 153, *\$17.70; 154, \$19.20; 155, \$18.44; 186, \$18.64; 207, \$20.92.

Class 202. Norfolk—1 beam scale, 1 platform scale, and 2 spring scales—Bidder 153, \$70; 154, \$64.10; 155, \$65.75; 201, \$63.20; 204, *\$62.65; 241, \$71.45.

Class 203. League Island—66 crucibles—Bidder 38, *\$236.88; 100, \$246.36; 134, \$247.80; 153, \$250.20; 154, \$249; 185, \$243.54.

Class 204. Norfolk—1 valve reseating machine—Bidder 15, \$325; 69, *\$159; 97, \$325; 100, \$325; 133, \$325; 153, \$325; 155, \$325; 186, \$325; 201, \$325; 206, \$325; 241, \$197.50.

Class 205. Norfolk—1 carpenter's tool chest—Bidder 83, *\$95; 154, \$92.40; 155, \$99.75; 186, \$75.

Class 206. Norfolk—6 pulleys—Bidder 15, \$69.27; 83, *\$55.08; 100, \$78.95; 132, \$79.15; 154, \$78.30; 155, \$58.99; 186, \$58.90; 201, \$63.00; 207, \$68.85; 241, \$66.20.

Class 207. Norfolk—1 handy billy pump—Bidder 121, *\$64.80; 153, \$60; 154, \$89.40; 186, \$144; 237, \$75.

Class 208. League Island—4 pumps—Bidder 17, \$296; 67, *\$186; 125, \$194; 134, \$230; 237, \$248; 247, \$272.

Class 209. League Island—1 combined surface condenser and air circulating pump—Bidder 67, \$1,160; 69, \$1,183; 100, \$1,499.50; 125, \$1,057 and \$985; 193, \$1,070; 247, *\$1,043.

Class 210. Norfolk—16 pumps—Bidder 67, *\$279; 125, \$288; 134, \$345; 237, \$354; 247, \$402.

Class 211. Norfolk—3 engine-room gongs, 1 speed indicator, and 12 tallying registers—Bidder 17, \$49; 153, \$49.40; 154, \$47.50; 155, \$41.30; 164, \$40.60; 186, *\$30.79; 201, \$51.65.

Class 212. League Island—50 iron bolts, a quantity of wrenches, brass rivets, etc.—Bidder 17, \$98.60; 153, \$77.08; 201, *\$75.18.

Class 213. Norfolk—Soldering irons, torches, funnels oil syringes, burners, rivets, arbors, chucks, sleeves, calipers, sockets, etc.—Bidder 83, \$1,160.40; 153, *\$1,069.16; 154, \$1,238.65; 186, \$1,454.43; 200, informal, part of class.

Class 214. Norfolk—Technical books—Bidder 11, \$59.38; 17, \$83.80; 30, \$64.30; 33, *\$56.17; 172, \$66.16; 176, \$69; 216, \$56.98.

Class 215. Norfolk—Averaging instrument, clinometers, curves, hydrometers, reading glasses, etc.—Bidder 30, \$175.35; 124, \$186.23; 154, \$200.81; 172, \$179.52; 189, \$192.11; 222, *\$172.05; 250, \$221.28.

Class 216. League Island—5 bundles hickory poles—Bidder 17, \$30; 72, \$100; 75, \$62.50; 119, \$32.50; 173, *\$25; 251, \$110.

Class 217. Norfolk—333 lbs. Muntz metal—Bidder 18, \$65.16; 38, \$93.27; 113, \$93.40; 234, *\$93.27.

Class 218. League Island—336 lbs. sheet copper—Bidder 17, \$84; 20, *\$75.60; 52, \$75.60; 113, \$75.60; 150, \$75.60; 234, \$75.60.

Class 219. League Island—1,422 lbs. sheet brass—Bidder 17, \$713.33; 18, \$512.80; 38, \$512.80; 110, \$512.80; 113, *\$512.80; 150, \$512.80; 190, \$518.40; 234, \$512.80.

Class 220. Norfolk—A quantity of sheet paper, phosphor bronze, etc.—Bidder 20, \$201.05; 38, *\$201.05; 113, \$201.05; 164, \$208.95; 200, informal.

Class 221. New York—40,000 lbs. ingot copper—Bidder 38, \$7,580; 163, *\$7,450.

Class 222. New York—3,700 lbs. bar steel—Bidder 55, \$129.50; 57, \$78.44; 149, \$138.75; 235, *\$95.46.

Class 223. New York—600 lbs. steel billets—Bidder 14, \$18; 149, *\$18; 235, \$23.88.

Class 224. League Island—3,840 lbs. sheet steel and 1,664 lbs. bar steel—Bidder 17, \$190.67; 235, *\$151.36.

Class 225. Norfolk—A miscellaneous quantity of bar and sheet steel and iron—Bidder 235, *\$171.01.

Class 226. New York—9,500 lbs. rivet steel—Bidder 52, \$285; 55, \$380; 57, \$238.45; 235, *\$273.00.

Class 227. New York—5,000 lbs. galvanized sheet steel—Bidder 20, \$175; 38, \$173; 100, \$172.50; 132, \$169.50; 150, *\$167.50; 154, \$185; 235, \$195.50.

Class 228. Norfolk—252 lbs. sheet steel and 12,125 lbs. sheet steel—Bidder 20, \$371.94; 38, \$364.28; 132, \$359.36; 150, \$380.13; 154, \$359.43; 164, *\$355.65.

Class 229. Norfolk—17,429 lbs. floor plates—Bidder 17, \$869.70; 132, *\$610.02; 164, \$610.02; 237, \$665.79; 241, \$714.59.

Class 230. Norfolk—4,000 lbs. sheet steel—Bidder 57, \$87.20; 132, \$84; 150, \$90.80; 168, \$88; 235, \$84; 241, *\$78.80.

Class 231. Norfolk—2,250 lbs. angle steel—Bidder 17, \$123.52; 57, \$70.65; 132, \$85.50; 164, *\$85.05; 235, \$123.75; 241, \$100.58.

Class 232. Norfolk—10,715 lbs. angle steel—Bidder 17, *\$293.59; 57, \$247.52; 235, \$305.38; 241, \$293.59.

Class 233. Norfolk—2 propeller shafts—Bidder 14, *\$1,484; 149, \$2,286.

Class 234. New York—1,000 sheets tin—Bidder 20, \$100; 150, \$94; 233, *\$82.40.

Class 235. New York—8,000 lbs. slab zinc—Bidder 20, \$540; 38, *\$534.40; 150, \$548.

Class 236. New York—100 lbs. spiral packing—Bidder 15, \$39; 93, \$88.20; 126, \$90; 158, \$70; 187, *\$63.

Class 237. New York—100 lbs. unvulcanized plumbago sheet rubber—Bidder 84, *\$42; 93, \$62; 97, \$46; 118, \$50; 126, \$60; 134, \$85; 187, \$46.

Class 238. New York—500 lbs. asbestos wick packing—Bidder 15, \$84.95; 84, \$150; 100, *\$77.50; 118, \$85; 128, \$85; 131, \$85; 133, \$85; 154, \$92; 157, \$86.

Class 239. New York—200 lbs. flax packing—Bidder 84, \$66; 93, \$40; 97, \$34.68; 118, \$40; 134, \$100; 155, \$34.66; 157, \$36; 187, *\$32.

Class 240. New York—500 lbs. spiral packing—Bidder 15, \$367.50; 84, \$490; 93, \$661.50; 126, \$325; 154, \$700; 157, *\$300; 158, \$350; 187, \$315.

Class 241. Norfolk—11 squares asbestos packing—Bidder 118, \$65.65; 133, \$84.35; 134, \$62.64; 157, *\$47.25; 164, \$72; 186, \$70.90.

Class 242. Norfolk—800 lbs. tubular packing—Bidder 134, *\$90.

Class 243. Norfolk—150 lbs. unvulcanized plumbago rubber packing—Bidder 118, *\$75; 126, \$90; 131, \$127.50; 164, \$82.50; 186, \$90.

Class 244. Norfolk—18 sq. yds. fire felt—Bidder 118, \$19.44; 157, *\$9; 164, \$24.30.

†Class 245. Norfolk—A quantity of seamless drawn copper tubing—No bids.

Class 246. League Island—A quantity of seamless drawn copper pipe—Bidder 18, *\$273.55.

Class 247. New York—2,500 lbs. seamless brass pipe—Bidder 6, *\$522.50; 16, \$540; 18, \$530; 150, \$545; 190, \$522.50.

Class 248. New York—48 gate valves and 96 globe valves—Bidder 85, \$496.80; 97, \$240.36; 100, \$254.28; 112, \$326.88; 121, \$559.20; 133, \$256.08; 134, \$271.20; 153, \$240.60; 154, *\$215.28; 155, \$243.60; 199, \$248.28.

Class 249. Norfolk—2 cross valves and 14 globe valves—Bidder 112, *\$48.60; 121, \$95.12; 133, \$51.60; 241, \$49.61.

Class 250. New York—Gage glass, lubricators, unions, and monkey wrenches—Bidder 133, \$133.22; 153, *\$121.40; 154, \$126.20.

Class 251. League Island—Glass globe valves and glass pipe—Bidder 112, *\$51.36; 121, \$94.12; 133, \$58.84; 154, \$77.92; 155, \$60.67.

Class 252. Norfolk—Hose cocks and nozzle pipes—Bidder 155, \$264.00; 186, \$318.78; 201, *\$240.

Class 253. Norfolk—Pipe fittings—Bidder 133, \$50.03; 186, *\$34.16.

Class 254. League Island—6 barrels foundry flour and 6 barrels sea coal—Bidder 17, \$46.44; 185, *\$36.

SCHEDULE 393.—*Supplies and Accounts.*

Class 261. Washington—50 doz. corn brooms—Bidder 10, \$140; 76, \$159.50; 97, \$149.50; 130, \$145; 154, \$180; 227, \$162.50; 239, *\$139.99.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 262. Washington—40 rms. sand paper—Bidder 9, \$69; 90, \$100; 100, \$75.80; 120, *\$66.93; 182, \$109; 194, \$77.90; 225, \$82; 227, \$76; 239, \$80.50.

Class 263. Washington—5,200 ft. poplar—Bidder 72, \$346; 90, \$316; 92, *\$247.28.

Class 264. Washington—2,000 lbs. white zinc—Bidder 135, \$150; 147, *\$149; 156, \$190.

Class 265. Washington—500 lbs. raw sienna—Bidder 135, *\$40; 147, \$55; 156, \$52.50; 182, \$60.

Class 266. Washington—1,000 lbs. petrolatum—Bidder 17, \$69.90; 114, \$58.70; 225, *\$48.40.

Class 267. Washington—2,000 lbs. sodium carbonate—Bidder 114, \$51.80; 203, \$130; 225, *\$47.60.

Class 268. Washington—500 gals. raw linseed oil—Bidder 114, \$287.45; 138, \$260; 156, \$230; 225, *\$229.50.

Class 269. Washington—500 gals. sperm oil—Bidder 138, \$400; 156, \$475; 225, \$380; 252, *\$378.75.

Class 270. Washington—900 lbs. candles—Bidder 114, \$106.83; 152, \$135; 154, \$117; 171, *\$101.70; 239, \$102.33.

Class 271. Washington—40,000 lbs. cotton waste—Bidder 41, \$3,576; 76, \$3,876; 132, \$3,560; 139, \$3,396; 169, *\$3,150; 191, \$3,180; 196, \$3,600; 198, \$3,600.

Class 272. Washington—3,000 cakes laundry soap—Bidder 32, *\$97.50; 152, \$150; 212, \$112.50; 239, \$120.

Class 273. New York—Salt water soap—Bidder 32, *\$34,500; 71, \$36,250; 108, \$35,700; 239, \$34,900.

SCHEDULE 394.

†Class 281. New Orleans—1 gasoline launch—Bidder 26, \$14,400; 73, \$14,500; \$16,700, \$14,770, \$15,950; 91, \$14,975; 205, \$17,500; 230, \$10,000; 242, \$14,000.

OPENED MARCH 27, 1906.

- Bidder 1. American Conduit Manufacturing Co., Pittsburg, Pa.
 2. American Electric Lamp Co., 26 Cortlandt street, New York.
 3. American Lumber Manufacturing Co., 209 9th street, Pittsburg, Pa.
 4. American Steam Gauge and Manufacturing Co., 220 Camden street, Boston, Mass.
 5. Armour & Co., 205 La Salle street, Chicago, Ill.
 6. Anchor Lamp Co., 258 Broadway, New York.
 7. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.
 8. American Supply Co., Mobile, Ala.
 9. Samuel R. Allman, 917 Equitable Building, Baltimore, Md.
 10. Brooklyn Varnish Manufacturing Co., 35 Nostrand avenue, Brooklyn, N. Y.
 11. Bethlehem Steel Co., South Bethlehem, Pa.
 12. Beckwith-Chandler, 207 Emmet street, Newark, N. J.
 13. Franklin Brown, 242 Madison street, Brooklyn, N. Y.
 14. Benedict & Burnham Manufacturing Co., 37 Park place, New York.
 15. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.
 16. Bramhall-Deane Co., 264 Water street, New York.
 17. F. S. Banks & Co., 73 Warren street, New York.
 18. Bridgeport Brass Co., 253 Broadway, New York.
 19. Bliven & Carrington (Inc.), 116 Broadway, New York.
 20. Broderick & Baseom Rope Co., 805 N. Main street, St. Louis, Mo.
 21. Boston Belting Co., 256 Devonshire street, Boston, Mass.
 22. Brown & Sharpe Manufacturing Co., Providence, R. I.
 23. Binney & Smith Co., 81 Fulton street, New York.
 24. Buffalo Forge Co., Buffalo, N. Y.
 25. Chas. Bond, 520 Arch street, Philadelphia, Pa.

*Accepted.

26. Almond W. Barnes, Eagle and West streets, Brooklyn, N. Y.

27. George F. Blake Manufacturing Co., 114 Liberty street, New York.

28. James Clendenin, Thames and Caroline streets, Baltimore, Md.

29. W. E. Clark & Co., 120 Milk street, Boston, Mass.

30. R. P. Clarke Co., Washington, D. C.

31. Wm. Wirt Clark & Son, Monument and Forrest streets, Baltimore, Md.

32. Geo. V. Cresson Co., west of 17th street, Philadelphia, Pa.

33. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

34. John R. Cox, 1113 Frick Building, Pittsburg, Pa.

35. Carpenter Steel Co., Reading, Pa.

36. Chicago Raw Hide Manufacturing Co., 139 Congress street, Boston, Mass.

37. Carnegie Steel Co., Pittsburg, Pa.

38. George Cowen, 302 W. Broadway, New York.

39. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

40. Columbia Smelting and Refining Works, 365 West street, New York.

41. Concrete Steel Engineering Co., 13 Park Row New York; informal, no guaranty.

42. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.

43. Columbia Incandescent Lamp Co., St. Louis, Mo.

44. Jacob Dold Packing Co., 745 William street, Buffalo, N. Y.

45. District of Columbia Paper Manufacturing Co., Washington, D. C.

46. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

47. Arthur L. De Groff, Washington and Beach streets, New York.

48. M. T. Davidson, 43 Keap street, Brooklyn, N. Y.

49. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.

50. Frank W. Davis, jr., 141 Broadway, New York.

51. John A. Dushane & Co., 7 E. Lombard street, Baltimore, Md.

52. John B. Dauchy, 116 Broad street, New York.

53. Joseph N. Early, 127 Reade street, New York.

54. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

55. Eastern Drug Co., 14 Fulton street, Boston, Mass.

56. Electric Appliance Co., 134 W. Jackson Boulevard, Chicago, Ill.

57. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

58. J. Eavenson & Sons, Delaware avenue and Penn street, Camden, N. J.

59. Fiske Bros. Refining Co., 15 Old Slip, New York.

60. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

61. Fisher, Maginn & Co., 187 Broadway, New York.

62. Fairbanks Co., 416 Broome street, New York.

63. Henry Frank, 40 Spruce street, New York.

64. Carl Fischer, 6 Fourth avenue, New York.

65. Graton & Knight Manufacturing Co., Worcester, Mass.

66. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

67. General Electric Co., Schenectady, N. Y.

68. Wm. Geiger, 97 Warren street, New York.

69. John Greig, 281 W. 11th street, New York.

70. R. W. Geldart, 2 Stone street, New York.

71. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

72. H. W. Hazelton, Washington, D. C.

73. Holbrook Bros., 89 Beckman street, New York.

74. Abram L. Hirsh, 368 Greenwich street, New York.

75. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

† No award.

Schedule of proposals for naval supplies—Continued.

76. T. P. Howell & Co., New and Nuttman streets, Newark, N. J.
77. Martin L. Horn, 80 White street, New York.
78. Hadwin Houghton, 117 Fulton street, New York.
79. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
80. Holtzer-Cabot Electric Co., Brookline, Mass.
81. Josiah N. Hornblower, 349 Broadway, New York.
82. C. G. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.
83. Interstate Electric Co. (Ltd.), 252 Baroune street, New Orleans, La.
84. Lewis H. Jones, P. O. box 666, Detroit, Mich.
85. Isaac G. Johnson, Spuyten Duyvil, New York.
86. Jenkins Manufacturing Co., 13 Park Row, New York.
87. H. W. Johns-Manville Co., 100 William street, New York.
88. C. S. Knowles, 7 Arch street, Boston, Mass.
89. E. F. Keating Co., 452 Water street, New York.
90. J. B. Kendall, Washington, D. C.
91. James H. Knapp, 104 Reade street, New York.
92. Theodore Linington, jr., 56 Hudson street, New York.
93. F. H. Lovell & Co., Arlington, N. J.
94. John Lucas & Co., 322 Race street, Philadelphia, Pa.
95. Loeb Bros. Leather Belting Co., 31 Ferry street, New York.
96. J. H. Leonard & Co., 15 Park Row, New York.
97. Ernest Law & Co., Harrison Building, Philadelphia, Pa.
98. Miller, Tompkins & Co., 485 Washington street, New York.
99. J. J. McCaskill Co. (Inc.), Freeport, Fla.
100. Charles F. Mattlage, 335 Greenwich street, New York.
101. Manhattan Electrical Supply Co., 32 Cortlandt street, New York.
102. J. L. Mott Iron Works, 90 Beekman street, New York.
103. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
104. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
105. Manhattan Oil Co., 51 Front street, New York.
106. J. Gibson McIlvain & Co., 58th street and Woodland avenue, Philadelphia, Pa.
107. John W. Masury & Son, P. O. box 1012, New York.
108. Manhattan Supply Co., 127 Franklin street, New York.
109. R. H. Macy & Co., New York.
110. Manning, Maxwell & Moore (Inc.), 85 Liberty street, New York.
111. Montgomery & Co., 105 Fulton street, New York.
112. Marine Manufacturing and Supply Co., 157 South street, New York.
113. Moller, Schumann & Co., Marcy and Flushing avenues, Brooklyn, N. Y.
114. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
115. Mackall Bros. Washington, D. C.
116. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
117. Nelson & Kruter Co., 955 N. Spaulding avenue, Chicago, Ill.
118. Newport Engineering Works, Newport, R. I.
119. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
120. National Electrical Supply Co., Washington, D. C.
121. New Jersey Foundry and Machine Co., 9 Murray street, New York.
122. S. Obermayer Co., 647 Evans street, Cincinnati, Ohio.
123. Okonite Co., Ltd. 253 Broadway, New York.
124. Old Dominion Paper Co., Norfolk, Va.
125. J. W. Paxson Co., 1021 North Delaware avenue, Philadelphia, Pa.
126. Porter Co., 194 Water street, New York.
127. Pettingill & Andrews Co., 160 Pearl street, Boston, Mass.
128. Pittsburg Plate Glass Co., 635 Fulton street, Brooklyn, N. Y.
129. Pool & Macy, 191 Front street, New York.
130. Phillips Pressed Steel Pulley Works, 4th street and Glenwood avenue, Philadelphia, Pa.
131. Philadelphia General Supply Co., Colorado Building, Washington, D. C.
132. Parsons Bros., 257 Broadway, New York.
133. Pedrick & Smith, Germantown, Philadelphia, Pa.
134. Peckham Co., Newport, R. I.
135. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
136. Rome Brass and Copper Co., Rome, N. Y.
137. John T. Reagan, Newport, R. I.
138. Raritan Paint Co., 13 Jersey street, New Brighton, N. Y.
139. H. A. Rogers Co., 19 John street, New York.
140. Republic Bag and Paper Co., 17 Battery place, New York.
141. Henry Raphael, 169 Duane street, New York.
142. Wm. S. Ryan, 374 Washington street, New York.
143. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
144. H. Rosenthal & Bro., 418 West Broadway, New York.
145. R. P. Rowe, 100 William street, New York.
146. Charles Rohe, 527 W. 36th street, New York.
147. Rudolph & West Co., Washington, D. C.
148. Stuart-Howland Co., 275 Devonshire street, Boston, Mass.
149. Sieman & Elting, 194 Front street, New York.
150. Siegel-Cooper Co., New York.
151. Safety Armored Conduit Co., 704 Bailey-Farrell Building, Pittsburg, Pa.
152. Swift & Co., Union Stock Yards, Chicago, Ill.
153. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
154. Sprague Electric Co., 527 W. 34th street, New York.
155. S. T. Smith Co., 11 Barclay street, New York.
156. James K. Shaw, 25 Duane street, New York.
157. Smith-Premier Typewriter Co., 111 Dickerson street, Syracuse, N. Y.
158. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
159. Stokes Bros. Co., Inc., 30th street, below Chestnut street, Philadelphia, Pa.
160. Swartzschild & Sulzberger Co., 45th street and First avenue, New York.
161. Sherman-Brown-Clements Co., 55 Dey street, New York.
162. Sansom & Rowland, 511 Commerce street, Philadelphia, Pa.
163. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
164. Swan & Finch, 15 Maiden Lane, New York.
165. Charles H. Schieren & Co., 30 Ferry street, New York.
166. David Shuldiner, 325 E. 64th street, New York.
167. Edward A. Temple, 100 William street, New York.
168. D. A. Tower, 306 Broadway, New York.
169. Walter B. Timms, 61 Hudson street, New York.
170. George C. Thomas, 26 Cortlandt street, New York.
171. Troy Laundry Machinery Co., Ltd. 33 Warren street, New York.
172. Thread Agency, 260 West Broadway, New York.
173. Taunton-New Bedford Copper Co., New Bedford, Mass.
174. Thomas & Love Machinery Co., Providence, R. I.

Schedule of proposals for naval supplies—Continued.

175. United Metal Selling Co., 42 Broadway, New York.
 176. Universal Supply Co., 290 Broadway, New York.
 177. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 178. Valentine & Co., 257 Broadway, New York.
 179. Wm. D. Warner, 58 Exchange place, Providence, R. I.
 180. Woodward, Wight & Co., 420 Canal street, New Orleans, La.
 181. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 182. Westinghouse Electric and Manufacturing Co., Continental Building, Baltimore, Md.
 183. John Wanamaker, New York.
 184. Rudolph Wurlitzer, 121 E. 4th street, Cincinnati, Ohio.
 185. Western Electric Co., 460 West street, New York.
 186. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 187. Frank L. Young & Kimball, 111 Purchase street, Boston, Mass.
 188. Fred C. Yale, 916 Park Row Building, New York.
 189. American Metal Co., Ltd., 52 Broadway, New York.
 190. Andrew J. Bradley, 101 Beekman street, New York.
 191. Berry Bros, Ltd., 262 Pearl street, New York.
 192. Charles Bang, 136 Water street, New York.
 193. Ellis Chalmers Co., Dedham, Mass.
 194. Williams Manufacturing Co., Smith street, North Hampton, Mass.
 195. Carter Rice & Co., 246 Devonshire street, Boston, Mass.
 196. New York Boat Oar Co., New York.

SCHEDULE 396.—Yards and Docks.

- †Class 1. Pensacola—2,000 cross-ties—Bidder 1, \$2,200; 57, \$2,200; 99, \$2,100.
 Class 2. New Orleans—1,050 ft. rubber fire hose and 3 brass nozzles for hose pipes—Bidder 8, \$1,110.45; 66, \$1,051.50; 180, \$1,047.

SCHEDULE 397.—Construction and Repair.

- Class 11. Pensacola—600 incandescent lamps—Bidder 2, \$120; 6, \$108; 42, \$120; 43, \$132; 56, \$120; 68, \$120; 83, \$123; 101, \$120; 127, \$120; 185, \$120.
 Class 12. New Orleans—1 pipe-bending machine—Bidder 33, \$135; 79, \$130; 110, \$130; 133, \$150.
 Class 13. New Orleans—1 compound lever and pinion-slitting shear—Bidder 24, \$49; 110, \$33.30.
 Class 14. New Orleans—1 compound lever and pinion gap shear—Bidder 110, \$33.30.
 Class 15. New Orleans—1 hand punch—Bidder 8, \$68.75; 24, \$72; 79, \$40; 110, \$49.
 Class 16. Pensacola—Machinist's hand taps—Bidder 8, \$62.95; 17, \$54.60; 60, \$53.16; 62, \$64.26; 70, \$55.89; 79, \$40; 90, \$62; 108, \$53.22; 110, \$61.48; 180, \$57.44.
 Class 17. Pensacola—Twist drills. Bidder 8, \$307.30; 62, \$149.23; 79, \$287.76; 90, \$287.76; 96, \$287.76; 108, \$308.24; 110, \$287.76; 147, \$287.76; 180, \$561.88.
 Class 18. Pensacola—Emery wheels, calipers, clamps, etc.—Bidder 8, \$58.52; 110, \$96.59.
 Class 19. Pensacola—Self-hardening steel—Bidder 11, \$27; 15, \$56.25; 35, \$43.75; 39, \$20.25; 103, \$20.25; 110, \$37.35; 180, \$37.80.
 Class 20. Pensacola—100 lbs. phosphor tin—Bidder 15, \$58.49; 28, \$47; 114, \$50; 119, \$46; 180, \$46.30.
 Class 21. Pensacola—36 brushes—Bidder 108, \$14.70; 122, \$18.30; 143, \$19.92; 180, \$13.82.
 Class 22. Pensacola—100 lbs. silver lead and 3 bbls. fine sand—Bidder 15, \$37; 108, \$13.20; 122, \$22.80; 125, \$20.50; 180, \$15.10.

SCHEDULE 398.

Classes 31 to 33 withdrawn.

*Accepted.

SCHEDULE 408.—Bureau of Yards and Docks.

- †Class 41. Norfolk—23,000 hard-burned building brick.—No bids.
 Class 42. League Island—30 lbs. rivets, 700 bolts, 64 lbs. anchor bolts, 40 lbs. plates, 24 steel pins, 3,400 stove bolts, 1,000 clips, 2,000 iron plate washers, 10 lbs. clinch nails, 4,000 sq. ft. galvanized-wire poultry netting, 6 loose-pin cast butts, etc.—Bidder 111, \$226.90; 143, \$338.69.
 Class 43. League Island—4,420 sq. ft. galvanized corrugated steel, 64 ft galvanized steel, 62 ft. valley gutter No. 20 galvanized steel, and 20 ft. rainwater conductor—Bidder 28, \$281.58; 79, \$270.12; 90, \$270.14; 108, \$255.05.
 Class 44. New York—57,400 ft. steel bars—Bidder 17, \$1,755.80; 108, \$1,639.20.

SCHEDULE 409.—Bureau of Equipment.

- Class 51. Boston—A quantity of fuses—Bidder 67, \$144.95; 68, \$387.90; 88, \$160.80; 120, \$123; 148, \$132.50; 185, \$89.65.
 Class 52. Boston—11,000 ft. copper wire—Bidder 67, \$1,417; 123, \$1,585; 185, \$1,342.75.
 Class 53. League Island—8,500 ft. lighting wire—Bidder 67, \$2,455; 123, \$3,211.25; 185, \$2,539.35.
 Class 54. League Island—17,000 ft. lighting wire—Bidder 67, \$2,838; 123, \$3,632.50; 185, \$2,620.50.
 Class 55. League Island—6,500 ft. interior communication cable—Bidder 67, \$3,170; \$2,945, part; 123, \$5,425; 185, \$3,359.50.
 Class 56. League Island—10,000 ft. phosphor bronze aerial wire—Bidder 15, \$300; 28, \$146; 75, \$125; 110, \$126; 185, \$120.
 Class 57. New York—200 conduit bulkhead fixtures and 200 water-tight portables—Bidder 88, \$1,130; 93, \$1,340; 110, \$1,610; 126, \$1,600.
 Class 58. Boston—100 globes and 5 night signal lanterns—Bidder 88, \$140; 93, \$80; 110, \$93.70; 126, \$80.
 Class 59. Boston—7,500 ft. steel enameled conduit, 2,650 couplings, and 570 elbows—Bidder 1, \$691.30; 88, \$682.05; 151, \$638.91.
 †Class 60. Boston—100 annunciator drops—Bidder 80, \$68; 88, \$90; 185, \$75.
 †Class 61. Boston—Armatures, rheostats, and switches, brush holders, carbons, oil cups, bearings, field coils, fan blades, fan guards, etc.—Bidder 154, \$410.45; 185, \$247.10.
 Class 62. Portsmouth—60 doz. taps, 51 doz. twist drills, 10 metal slitting saws, 1 set screw slotting cutters, 2 set round adjustable dies, 1 100-punch staking tool, 16 involute gear cutters, and 72 corundum wheels—Bidder 22, \$38.66, part; 108, \$184.70; 110, \$169.25; 139, \$173.08.
 Class 63. League Island—1,100 lbs. brass rod—Bidder 14, \$215.30; 28, \$215.30; 75, \$215.30; 114, \$215.30; 162, \$230.50.
 Class 64. New York—1,250 lbs. copper—Bidder 28, \$281.25; 39, \$281.25; 75, \$281.25; 82, \$306.25; 84, \$281.25; 162, \$331.25; 173, \$281.25.
 Class 65. Portsmouth—100 lbs. arsenious acid—Bidder 74, \$317.48; 163, \$17.50.
 Class 66. New York—1,000 galls. American pine tar, 200 galls. coal tar, and 100 galls. tar oil—Bidder 31, \$533.50; 59, \$377.50; 70, \$307; 74, \$222.40; 108, \$290; 163, \$306; 192, \$303.30.
 Class 67. League Island—1,800 lbs. seamless brass tubing—Bidder 14, \$381.60; 84, \$376.20; 114, \$392.40; 158, \$385.20.
 Class 68. New York—144 music stands—Bidder 64, \$144; 108, \$143.14; 109, \$97.92; 111, \$172.80; 143, \$152.64; 184, \$115.20.
 Class 69. Portsmouth—150 coaling baskets—Bidder 31, \$88.50; 108, \$93; 110, \$85.35; 162, \$112.50; 194, \$82.50.
 Class 70. Portsmouth—4,150 lbs. salt water soap—Bidder 26, \$159.77; 58, \$150.44; 176, \$155.62.
 †Class 71. Portsmouth—1,968 lbs. soap powder—Bidder 5, \$63.96; 26, \$83.64; 74, \$78.13; 131, \$65.43; 152, \$54.12; 169, \$98.40. This class will be canceled.

† No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 410.—Bureau of Ordnance.**

Class 81. Washington—15,000 lbs. steel castings for 3-pounder cage stands—Bidder 11, \$2,250; 85, \$2,250; 103, *\$2,062.50; 121, \$3,330.

Class 82. Washington—45,000 lbs. machine steel—Bidder 11, \$1,350; 37, \$868.50; 39, \$1,012.50; 90, *\$855; 103, \$1,687.50; 167, \$1,120.50.

Class 83. Washington—5,025 lbs. galvanized sheet steel—Bidder 28, *\$168.34; 29, \$188.43; 79, \$173.36; 90, \$171.85; 108, \$172.86.

Class 84. Newport—6 gyo-testing stands complete—Bidder 137, *\$300.

Class 85. Newport—24 hydraulic gages—Bidder 4, *\$141.60; 70, \$251.76; 108, \$155.28; 110, \$172.80; 111, \$180; 118, \$198; 134, \$192.40; 139, \$152.40; 143, \$177.60; 161, \$152.16.

SCHEDULE 411.—Bureau of Construction and Repair.

Class 91. New York—Paint, varnish, and kalsomine brushes, etc.—Bidder 7, \$1,739.55; 144, *\$1,728.86.

Class 92. New York—2,100 lbs. Portland cement and 2,800 lbs. unslacked lime—Bidder 31, \$52.50; *\$17.85, part; 74, \$40.44.

Class 93. New York—1,000 lbs. oakum—Bidder 17, \$58.90; 20, \$64; 31, \$58.90; 52, \$69.90; 70, \$58.74; 108, \$61.90; 110, \$63.25; 111, *\$55; 162, \$65; 170, \$75.

Class 94. Boston—2 portable tachometers—Bidder 70, \$104.96; 108, \$114.80; 135, *\$100; 162, \$124; 181, \$100.

Class 95. Boston—Wash basins, water cwers, slop jars, toilet rings, towel racks, soap dishes, glass tumblers, etc.—Bidder 60, *\$899.66; 86, \$955.70; 102, \$1,500.20; 156, \$955.95.

Class 96. New York—1 standard all brass washer, 1 extractor, 1 soap tank, and 1 wash tub—Bidder 117, \$516; 171, *\$417.70.

Class 97. New York—134 air-port lenses—Bidder 49, *\$143.14; 73, \$189.70; 111, \$147.40.

Class 98. New York—375 window-glass lights, plain, double thick—Bidder 31, \$95.87; 38, *\$82.70; 73, \$94.53; 74, \$87.45; 94, \$120.05; 166, \$130.09.

Class 99. New York—Hardware and tools—Bidder 60, *\$783.12; 108, \$853.22; 143, \$885.85.

Class 100. New York—Nails, nuts, screws, rivets, etc.—Bidder 60, *\$291.54; 143, \$329.10.

Class 101. New York—Boat nails, steel wire nails and spikes—Bidder 17, *\$477.53; 111, \$492.37; 143, \$485.11; 170, \$558.

Class 102. New York—560 lbs. boat nails and spikes—Bidder 28, \$127.40; 75, *\$114.38; 170, \$192.36; 173, \$127.40.

Class 103. New York—Brass machine screws and wood screws—Bidder 60, *\$304.64; 79, \$338.15; 108, \$329.38; 161, \$350.36; 162, \$380.14.

Class 104. Norfolk—500 lbs. hard brass wire—Bidder 14, \$93.75; 15, \$112.45; 28, *\$93.75; 75, \$93.75; 114, \$93.75; 136, \$93.75; 158, \$93.75; 162, \$104.37.

Class 105. New York—A quantity of files—Bidder 110, \$52.34; 131, *\$47.95.

Class 106. New York—14 doz. ditty box locks—Bidder 17, \$62.30; 70, \$62.28; 108, \$68.46; 111, \$61.88; 143, \$63.56; 162, \$75.88; 181, *\$40.90.

Class 107. New York—608 bronze padlocks—Bidder 17, \$315.52; 60, \$323.64; 70, \$316.85; 108, \$329; 111, \$317.20; 162, \$390.72; 181, *\$281.92.

Class 108. New York—Miscellaneous locks—Bidder 70, *\$801.78; 108, \$919.80; 143, \$929.32.

Class 109. New York—100 refrigerator locks—Bidder 70, *\$238; 108, \$294; 143, \$300.

Class 110. New York—100 sq. ft. upholsterer's leather—Bidder 63, \$35; 76, *\$30; 109, \$36.

†Class 111. New York—1,050 ft. yellow pine decking—Bidder 57, \$350; 76, \$22 and \$30.

Class 112. League Island—11,000 ft. white pine and 3,000 ft. white ash—Bidder 3, *\$1,255; 54, \$1,285; 57, \$1,258; 71, \$2,218; 106, \$1,255; 159, \$1,492; 186, \$1,445.

Class 113. New York—290 lbs. sheet brass and brass rod—Bidder 14, \$65.33; 18, \$65.32; 28, \$65.33; 75, \$65.32; 162, \$82; 173, *\$60.72.

Class 114. New York—975 lbs. sheet copper and 540 lbs. sheathing copper—Bidder 18, \$315.87; 39, \$315.87; 75, \$315.87; 82, \$324.75; 84, \$315.87; 114, \$331.03; 162, \$378.75; 173, *\$315.87.

Class 115. Norfolk—2,800 lbs. brazier's copper—Bidder 28, \$707; 39, \$707; 75, \$707; 82, \$714; 84, \$707; 162, \$990; 173, *\$707.

Class 116. New York—Flat bar soft steel—Bidder 15, \$88.64; 108, \$81.03; 143, *\$80.73; 167, \$138.13.

Class 117. New York—1,000 lbs. galvanized sheet steel—Bidder 28, \$32.70; 29, \$43.60; 90, \$33.79; 108, *\$32.70; 114, \$33.03.

Class 118. New York—1,690 lbs. sheet lead—Bidder 28, \$126.75; 145, *\$121.84.

Class 119. New York—34,650 lbs. sheet zinc—Bidder 28, *\$2,591.82; 75, \$2,595.28.

Class 120. New York—290 lbs. gum gaskets—Bidder 21, \$609; 66, \$558.60; 177, *\$476.

Class 121. New York—70 lbs. flax packing—Bidder 87, \$21; 110, *\$12.53; 177, \$28.

Class 122. New York—105 lbs. vermilion and 70 lbs. chrome yellow—Bidder 46, *\$23.80; 78, \$32.76; 94, \$26.25; 107, \$30.80.

Class 123. New York—40 galls. durable metallic coating—Bidder 31, \$44; 46, \$49.20; 50, \$52; 78, *\$29.80; 153, \$40.

Class 124. New York—35 galls. paste drier—Bidder 78, \$51.80; 94, *\$26.25.

Class 125. New York—700 lbs. marine glue—Bidder 31, \$91; 72, \$57.40; 112, \$59.43; 149, \$84; 162, \$126; 23, *\$54.18.

Class 126. New York—560 galls. boiled and raw linseed oil—Bidder 74, \$322; 145, \$261.80; 192, *\$254.80.

Class 127. New York—25 galls. paint and varnish remover—Bidder 94, *\$34.30; 193, \$63.

Class 128. Bidder 10, \$300; 46, \$425; 52, \$370; 94, \$475; 107, \$390; 113, *\$328.50; 138, \$400; 153, \$445; 191, \$475.

Class 129. New York—35 galls. damar varnish—Bidder 10, \$53.55; 46, \$58.80; 52, \$49.70; 78, \$46.90; 94, \$52.15; 107, *\$45.50; 113, \$45.85; 138, \$47.25; 153, \$50.70; 191, \$64.05; 192, \$50.75.

Class 130. New York—140 galls. interior varnish—Bidder 10, *\$203; 12, \$259; 46, \$180.60; 52, \$123.20; 78, \$256.20; 94, \$225.40; 107, \$224; 153, \$191.80; 192, \$203.

Class 131. New York—Muriatic acid, ammonia, liquid bronze, cleaning and polishing paste, putty, sal ammoniac, rotten stone, and petrolatum—Bidder 74, *\$93.50.

Class 132. New York—140 lbs. phosphide of calcium—Bidder 74, \$219.66; 163, *\$165.20.

Class 133. New York—675 lbs. brass pipe—Bidder 14, \$143.10; 18, \$144.45; 114, \$147.15; 136, *\$141.07.

Class 134. New York—675 ft. galvanized-iron pipe—Bidder 89, *\$146.25; 104, \$157.50.

Class 135. New York—Bibbs and cocks—Bidder 86, *\$67.83; 89, \$133.

Class 136. New York—Water-gage glasses, galvanized-iron tees, unions, etc.—Bidder 89, \$14.70; 110, \$14.84; 143, *\$9.38.

Class 137. New York—560 lbs. wood charcoal—Bidder 15, \$22.34; 52, \$22.40; 111, *\$16.80; 143, \$22.40.

†Class 138. New York—14 wood fenders; no bids.

Class 139. League Island—400 white-ash oars—196, *\$705.

SCHEDULE 412.—Bureau of Steam Engineering.

†Class 141. League Island—A quantity of prest-steel split pulleys—Bidder 25, \$442.20; *32, \$543.97; 62, \$574.61; 90, \$631.61; 130, \$341.

Class 142. Boston—2,000 ft. leather belting—Bidder 31, \$739; 36, \$741.12; 65, \$739.50; 70, *\$574.75; 79, \$697.50; 95, \$613.75; 110, \$387.36; 165, \$666; 174, \$785.

Class 143. Boston—18,010 lbs. machinery steel—Bidder 11, \$1,080.60; 39, *\$1,080.60; 103, \$1,170.65.

Class 144. Boston—21,810 lbs. machinery steel billets—Bidder 11, \$1,308.60; 102, *\$1,090.50.

*Accepted.

No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 413.—Bureau of Supplies and Accounts.**

Class 151. New York—Brushes—Bidder 7, *\$9,594.20; 144, \$9,627.40.

Class 152. New York—800 doz. corn brooms—Bidder 9, *\$2,152; 17, \$2,319.20; 53, \$2,232; 70, \$2,294; 91, \$2,216; 97, \$2,318.40; 108, \$2,579.20; 109, \$3,040; 110, \$2,604; 162, \$2,600; 169, \$2,464.

Class 153. New York—1,425 doz. spools of cotton thread—Bidder 30, \$577.50; 77, \$635.94; 81, \$562.59; 109, \$712.50; 172, *\$562.50.

Class 154. New York—225 packages sail needles—Bidder 30, \$41.25; 108, \$39.15; 110, \$38.36; 143, *\$33.90; 162, \$43.58; 183, \$38.25.

Class 155. Annapolis—1 90-horsepower direct-current motor—Bidder 182, *\$3,000.

Class 156. New York—Kitchen utensils—Bidder 16, \$1,154; 53, \$1,083.25; 108, \$1,026.25; 150, *\$989.90; 183, \$1,000.71.

Class 157. New York—85 boxes window glass—Bidder 31, \$384.54; 38, \$331.70; 53, \$372.50; 73, \$354.25; 74, *\$324.60; 94, \$466.35; 128, \$331.70; 166, \$455.70; 183, \$438.05.

Class 158. New York—6,100 lbs. copper nails—Bidder 28, \$1,457; 31, \$1,448.94; 75, \$1,407.40; 136, *\$1,333; 143, \$1,433; 173, \$1,457.

Class 159. New York—315 doz. scoop shovels—Bidder 34, \$2,737.50; 110, \$3,050.10; 111, \$2,478.50; 161, *\$2,394.65.

Class 160. New York—200 doz. cylinder chest locks—Bidder 17, \$877.80; 31, \$884; 70, \$881.96; 97, \$930.66; 108, \$918; 111, \$880; 143, \$927.14; 181, *\$870.

Class 161. New York—Brass wood screws—Bidder 60, \$773.50; 61, \$1,248; 108, *\$651.50; 147, \$798.67; 161, \$812.79; 162, \$796.05; 183, \$841.70.

Class 162. New York—3 doz. bronze hooks and 135 doz. drawer pulls—Bidder 70, \$489.75; 97, \$611.25; 108, \$483.40; 111, *\$472.75; 143, \$570.

Class 163. New York—75,000 lbs. ingot copper—Bidder 28, \$14,017.50; 119, \$13,968.75; 175, *\$13,875; 189, \$14,062.50.

Class 164. New York—10,000 lbs. solder—Bidder 28, \$2,198; 40, *\$2,148; 61, \$2,775; 110, \$2,299.00; 114, \$2,200; 119, \$2,155; 143, \$2,270; 145, \$2,149; 185, \$2,212.50.

Class 165. New York—48,000 lbs. galvanized sheet steel—Bidder 28, *\$1,406.40; 29, \$1,527; 79, \$1,482; 90, \$1,453.80; 114, \$1,439.40.

Class 166. New York—20,400 lbs. galvanized sheet steel—Bidder 28, \$563.04; 29, \$601.80; 90, \$573.24; 114, \$577.32; 28, *\$556.92.

Class 167. New York—30,000 galls. lard oil—Bidder 52, \$22,944; 59, *\$23,820; 116, \$24,690; 129, \$23,910.

Class 168. New York—7,000 galls. pure sperm oil—Bidder 52, \$4,966.50; 59, \$5,092.50; 105, \$5,250; 164, *\$4,795; 187, \$4,802.

Class 169. New York—A quantity of paints and colors—Bidder 46, \$2,517.50; 78, \$2,204.50; 94, \$2,407; 107, \$2,391.50; 128, *\$1,836.50; 138, \$2,157.50; 153, \$2,090.90; 178, informal; part of class.

Class 170. New York—6,000 lbs. cold-water paint—Bidder 31, \$252; 52, *\$134.40; 74, \$191.40; 128, \$300; 138, \$210; 179, \$210.

Class 171. New York—4,000 galls. asphaltum varnish—Bidder 10, \$2,880; 52, \$2,960; 94, \$3,800; 107, \$3,120; 113, *\$2,628; 128, \$1,520; 138, \$3,200; 153, \$3,560; 191, \$3,800.

Class 172. New York—1,500 galls. damar varnish—Bidder 10, \$2,295; 46, \$2,520; 52, \$2,130; 78, \$2,010; 94, \$2,235; 107, *\$1,950; 113, \$1,965; 128, \$2,175; 138, \$2,025; 153, \$2,175; 178, \$2,175; 191, \$2,745.

Class 173. New York—2,000 galls. japan drier—Bidder 10, \$1,620; 19, \$1,000; 52, \$1,640; 94, \$2,100; 107, \$1,680; 113, \$1,520; 128, *\$1,500; 138, \$1,800; 153, \$1,890; 191, \$2,280.

Class 174. New York—20,000 lbs. concentrated lye—Bidder 13, \$816; 31, \$799.80; 74, \$814; 163, \$816.

Class 175. New York—1,500 galls. glycerin—Bidder 13, *\$1,799.70; 55, \$1,837.50; 59, \$1,859.25; 69, \$1,818; 74, \$1,809; 108, \$1,004.55; 115, \$1,875; 163, \$1,866.

Class 176. New York—40,000 lbs. evaporated

apples—Bidder 47, *\$4,536; 92, \$4,704; 142, \$4,692; 169, \$4,752.

Class 177. New York—10,000 lbs. pepper—Bidder 47, \$2,150; 108, \$2,069; 169, *\$1,868.

Class 178. New York—150,000 lbs. salt—Bidder 74, \$1,545; 92, \$1,500; 100, *\$1,455; 108, \$1,518; 169, \$1,474.50.

Class 179. New York—120,000 lbs. tinned lard—Bidder 44, \$12,984; 116, \$13,164; 141, \$12,240; 152, \$14,580; 160, \$13,344.

Class 180. New York—100,000 lbs. salt pork—Bidder 44, \$11,730; 100, \$11,530; 141, \$14,250; 146, *\$11,420.

Class 181. New York—415 doz. memorandum pads—Bidder 30, \$429; 124, \$410.50; 132, informal; 140, \$417.38; 168, *\$383.30; 176, \$456.75.

Class 182. New York—2,700 memorandum pads—Bidder 30, \$1,023; 124, \$892; 132, informal; 168, *\$797.75; 176, \$1,168.27.

Class 183. New York—4,000 packages blotting paper and 90 rms. blotting paper—Bidder 30, \$1,089.10; 45, \$1,068.50; 124, \$1,027.40; 132, *\$721.50; 140, \$1,100; 168, \$980.

Class 184. New York—Writing paper, etc.—Bidder 51, \$3,379.36; 124, \$2,731.60; 140, \$2,844.59; 168, *\$2,594.80; 176, \$2,606.27.

Class 185. New York—Typewriting paper—Bidder 51, \$6,085; 124, *\$5,173.75; 132, informal; 140, \$5,957.99; 168, \$5,435; 176, \$5,177.86.

Class 186. New York—153,000 sheets typewriter carbon paper—Bidder 124, \$1,377; 131, \$1,170.45; 132, \$1,147.50; 155, \$3,425; 157, informal; 168, \$1,262.25; 176, \$1,071; 188, *\$572.22.

Class 187. New York—125 rms. manila wrapping paper—Bidder 30, \$585; 124, \$579.30; 132, \$607.65; 140, \$642.15; 176, \$647.85.

Class 188. New York—20 rms. envelop paper—Bidder 124, *\$54.

Class 189. New York—2,600 sheets stencil paper and 840 sheets oil board—Bidder 23, \$235.91; 30, \$160.85; 124, \$158.41; 190, *\$113.24.

Class 190. New York—3,000 paper bags—Bidder 15, \$90; 98, \$71.25; 108, \$82.20; 121, \$67.50; 140, *\$61.50.

Bidder 195. Carter, Rice & Co., 246 Devonshire street, Boston, Mass., class 181, informal; class 182, informal; class 183, \$1,186.50; class 184, informal; class 185, informal; class 187, \$560.25.

OPENED APRIL 3, 1906.

Bidder 1. American Glue Co., 121 Beverly street, Boston, Mass.

2. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.

3. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

4. American Ship Windlass Co., Providence, R. I.

5. American Brass and Copper Co., 99 John street, New York.

6. Acme Lumber Co., 6th and Channel streets, San Francisco, Cal.

7. Armour & Co., 205 La Salle street, Chicago, Ill.

8. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

9. Annum & Mackel, 81 Chambers street, New York.

10. American Trading Co., 25 Broad street, New York.

11. Atlantic Tool Steel, 710 House Building, Pittsburg, Pa.

12. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

13. William J. Bonner & Co., 221 Columbus avenue, Boston, Mass.

14. Belmont Iron Works, 22d street and Washington avenue, Philadelphia, Pa.

15. Bridgeport Brass Co., 253 Broadway, New York.

16. J. A. Burton & Co., 18 Broadway, New York.

17. Benedict and Burnham Manufacturing Co., 37 Park place, New York.

*Accepted.

Schedule of proposals for naval supplies—Continued.

18. Baldwin Steel Co., 107 John street, New York.
19. Baker & Hamilton, 2 Pine street, San Francisco, Cal.
20. Boston Belting Co., 256 Devonshire street, Boston, Mass.
21. Barton, Squires Byone, Inc., 44 Beale street, San Francisco, Cal.
22. F. S. Banks & Co., 73 Warren street, New York.
23. George F. Blake Manufacturing Co., 114 Liberty street, New York.
24. Bridgman Bros. & Co., 1426 Washington avenue, Philadelphia, Pa.
25. Bethlehem Steel Co., South Bethlehem, Pa.
26. Butterworth Judson Co., P. O. box 54, Newark, N. J.
27. F. W. Braun Co., 18 Spear street, San Francisco, Cal.
28. Boston Woven Hose and Rubber Co., 29 Hampshire street, Cambridge, Mass.
29. Castoe & Warner, Bellaire, Ohio.
30. A. S. Carman, Selby, Cal.
31. Carpenter Steel Co., Reading, Pa.
32. Colonial Steel Co., Keystone Building, Pittsburgh, Pa.
33. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.
34. Cuyler & Mohler, 611 William street, Baltimore, Md.
35. Crouse-Tremaine Carbon Co., Fosteria, Ohio.
36. Contractors' Supply and Equipment Co., 170 Broadway, New York.
37. Cornell & Underhill, 47 Beach street, New York.
38. Chicago Bridge and Iron Works, 105th and Troop streets, Chicago, Ill.
39. Wm. Wirt Clark & Son, Monument and Forrest streets, Baltimore, Md.
40. James Clendenin, Thames and Caroline streets, Baltimore, Md.
41. R. P. Clarke Co., Washington, D. C.
42. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.
43. Carnegie Steel Co., Pittsburgh, Pa.
44. Casmento Roofing Co., 160 Fifth avenue, New York.
45. A. S. Cameron Steam Pump Works, 433 E. 23d street, New York.
46. H. P. Copeland, P. O. box 726, New York.
47. Colonial Steel Co., Keystone Building, Pittsburgh, Pa.
48. Crucible Steel Co. of America, P. O. box 75, Pittsburgh, Pa.
49. Henry Disston & Sons, Inc., P. O. box 1537, Philadelphia, Pa.
50. Wilson D. Dennett, 6th and Townsend streets, San Francisco, Cal.
51. O. A. Danzenbocker, Washington, D. C.
52. Arthur L. De Groff, Washington and Beach streets, New York.
53. Dunham Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.
54. J. A. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
55. M. I. Davidson, 43 Keap street, Brooklyn, N. Y.
56. Denny-Renton Clay and Coal Co., room 71, Dexter Horton Building, Seattle, Wash.
57. Dyer Bros., Golden West Iron Works, 360 2d street, San Francisco, Cal.
58. Eugene Dietzgen Co., 193 W. 23d street, New York.
59. Abner Doble Co., 200 Fremont street, San Francisco, Cal.
60. Drew Machinery Agency, Manchester, N. H.
61. Edward Etting, Harrison Building, Philadelphia, Pa.
62. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
63. Albert B. Emerson, 31 Market street, San Francisco, Cal.
64. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
65. G. Ellas & Bro., 905 Elk street, Buffalo, N. Y.
66. Empire Timber Co., 299 Broadway, New York.
67. W. P. Fuller & Co., 301 Mission street, San Francisco, Cal.
68. Fisher, Maginn & Co., 187 Broadway, New York.
69. Lawrence F. Faure, 222 Kohl Building, San Francisco, Cal.
70. Fiske Bros. Refining Co., 15 Old Slip, New York.
71. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
72. Fore River Ship Building Co., Quincy, Mass.
73. Fairbanks Co., corner Broome and Elm streets, New York.
74. Fitz, Dana & Co., 110 North street, Boston, Mass.
75. Fabric Fire Hose Co., corner Duane and Church streets, New York.
76. William D. Gill & Son, 701 President street, Baltimore, Md.
77. General Electric Co., Schenectady, N. Y.
78. R. W. Geldart, 2 Stone street, New York.
79. Gorham Rubber Co., 392 Mission street, San Francisco, Cal.
80. Getz Bros. & Co., Inc., 121 Davis street, San Francisco, Cal.
81. Garlock Packing Co., 136 Liberty street, New York.
82. Garvin Machine Co., corner Spring and Varick streets, New York.
83. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
84. Z. D. Gilman, Washington, D. C.
85. William Geiger, 97 Warren street, New York.
86. Reshard H. Grey, 123 California street, San Francisco, Cal.
87. Hart Packing Co., 145 High street, Boston, Mass.
88. George B. Hulick, 32 Front street, New York.
89. Hendey Machine Co., Torrington, Conn.
90. Hallidie Machinery Co., 315 2d avenue, South Seattle, Wash.
91. Abram L. Hirsh, 308 Greenwich street, New York.
92. W. K. Holmes, jr., 1 Madison avenue, New York.
93. Hadwin Houghton, 117 Fulton street, New York.
94. Hooper Lewis & Co., 107 Federal street, Boston, Mass.
95. Holbrook, Merrill & Stetson, 237 Market street, San Francisco, Cal.
96. Henry Holt & Co., 29 W. 23d street, New York.
97. Holbrook Bros., 85 Beekman street, New York.
98. E. L. Heuter, 816 Mission street, San Francisco, Cal.
99. Heywood Bros. & Wakefield, 659 Mission street, San Francisco, Cal.
100. Hellos Manufacturing Co., Bridesburg, Philadelphia, Pa.
101. Hyde Windlass Co., Bath, Me.
102. Hill Clarke & Co., 156 Oliver street, Boston, Mass.
103. Henshaw Bulkley & Co., 48 Fremont street, San Francisco, Cal.
104. U. T. Hungerford Brass Co., 497 Pearl street, New York.
105. Harrington, King & Co., 79 Commercial street, Boston, Mass.
106. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
107. Harron, Ricker & McCone, 110 Fremont street, San Francisco, Cal.
108. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
109. Joshua Hendey Machine Works, 63 Fremont street, San Francisco, Cal.
110. Iroquois Iron Works, Land Title Building, Philadelphia, Pa.
111. H. W. Johns-Manville Co., 100 William street, New York.
112. Charles R. Johnson, Norfolk, Va.
113. Lewis H. Jones, P. O. box 666, Detroit, Mich.

Schedule of proposals for naval supplies—Continued.

114. Jenkins Manufacturing Co., 13 Park Row, New York.
115. William Jessop & Sons, Ltd., 91 John street, New York.
116. George R. Johnson, 1102 American Building, Baltimore, Md.
117. William G. Johnson, 501 First avenue, South Seattle Wash.
118. Keuffel & Esser Co., 127 Fulton street, New York.
119. J. B. Kendall, Washington, D. C.
120. Keystone Blue Paper Co., 910 Filbert street, Philadelphia, Pa.
121. E. F. Keating Co., 452 Water street, New York.
122. Otto Luhn & Co., 117 Diamond street, San Francisco, Cal.
123. F. H. Lovell & Co., Arlington, N. J.
124. J. H. Leonard & Co., 15 Park Row, New York.
125. John Lucas & Co., 322 Race street, Philadelphia, Pa.
126. R. Levick's Son & Co., 720 Chestnut street, Philadelphia, Pa.
127. Theodore Livingston, Jr., 56 Hudson street, New York.
128. Francis H. Leggett & Co., 128 Franklin street, New York.
129. Sarjah M. Levee, Vallejo, Cal.
130. Levenson Company, 108 California street, San Francisco, Cal.
131. Manning, Maxwell & Moore, 85 Liberty street, New York.
132. Montgomery & Co., 105 Fulton street, New York.
133. Monad Engineering Co., 147 Cedar street, New York.
134. John W. Masury & Son, P. O. box 1012, New York.
135. P. R. Mitchell, 185 Canal street, New York.
136. Mackall Bros., Washington, D. C.
137. R. H. Macy & Co., New York.
138. McCloud River Lumber Co., 5th and Brannon streets, San Francisco, Cal.
139. Motley Green & Co., 66 Broad street, New York.
140. Manhattan Supply Co., 127 Franklin street, New York.
141. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
142. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
143. C. C. Mengel & Bro., 4th and G streets, Louisville, Ky.
144. Mechanical Rubber Co., Cleveland, Ohio.
145. Municipal Engineering and Contracting Co., 609 Railway Exchange, Chicago, Ill.
146. W. B. Moses & Sons, Washington, D. C.
147. William S. Miller, Rialto Building, San Francisco, Cal.
148. National Electrical Supply Co., Washington, D. C.
149. New Jersey Foundry and Machine Co., 9 Murray street, New York.
150. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
151. Nightingale & Childs Co., 310 Congress street, Boston, Mass.
152. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
153. Niles, Bement, Pond Co., 111 Broadway, New York.
154. Charles K. Nichols, 74 Cortlandt street, New York.
155. Norfolk Creosoting Co., Norfolk, Va.
156. New Jersey Car Spring and Rubber Co., Jersey City, N. J.
157. National Tube Co., 21 State street, New York.
158. National Carbon Co., lock drawer L, Cleveland, Ohio.
159. Occidental Machinery and Engineering Co., 401 Mission street, San Francisco, Cal.
160. Charles O'Regan, foot of 24th street, Brooklyn, N. Y.
161. Old Dominion Paper Co., Norfolk, Va.
162. J. Edward Ogden Co., 147 Cedar street, New York.
163. S. Obermaier Co., 647 Evans street, Cincinnati, Ohio.
164. Palmer Parker & Co., 103 Medford street, Charlestown, Mass.
165. Pacific Hardware and Steel Co., Mission and Fremont streets, San Francisco, Cal.
166. G. P. Putnam's Sons, 27 W. 23d street, New York.
167. The Porter Company, 194 Water street, New York.
168. Pacific Coast Rubber Co., 453 Mission street, San Francisco, Cal.
169. Penn Steel Casting and Machine Co., Chester, Pa.
170. Pittsburg Plate Glass Co., 41 Sudbury street, Boston, Mass.
171. Platt Iron Works Co., 101 High street, Boston, Mass.
172. Pacific Tool and Supply Co., 101 1st street, San Francisco, Cal.
173. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
174. William S. Ryan, 374 Washington street, New York.
175. James Reilly Repair and Supply Co., 229 West street, New York; informal, no guarantee.
176. Ricketts Engineering Co., Washington, D. C.
177. Paul S. Reeves & Son, 1415 Catherine street, Philadelphia, Pa.
178. John Rothschild & Co., 115 Sacramento street, San Francisco, Cal.
179. John B. Roache, 350 Fulton street, Brooklyn, N. Y.
180. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
181. Clement Restein & Co., 137 N. 2d street, Philadelphia, Pa.
182. Rudolph & West Co., Washington, D. C.
183. R. P. Rowe, 100 William street, New York.
184. J. A. Rennolds & Bro., 116 Broad street, New York.
185. Randolph Clowes Co., Waterbury, Conn.
186. H. Rosenthal & Bro., 418 Broadway, New York.
187. Ross Lumber Co., Jamestown, N. Y.
188. Rome Brass and Copper Co., Rome, N. Y.
189. Southard & Co., 11 Broadway, New York.
190. James A. Snook & Co., 247 Davis street, San Francisco, Cal.
191. Strawbridge & Clothier, Philadelphia, Pa.
192. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
193. Southern Creosoting Co., Ltd., Slidell, La.
194. Swift & Co., Chicago, Ill.
195. Stokes Bros. Co., 30th street below Chestnut street, Philadelphia, Pa.
196. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
197. Schwabacher-Frey Stationery Co., 533 Market street, San Francisco, Cal.
198. Seoville Manufacturing Co., Waterbury, Conn.
199. W. & S. Schlesinger & Co., 525 W. 24th street, New York.
200. Thomas W. Smith, Washington, D. C.
201. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
202. Sherman-Brown-Clements Co., 55 Dey street, New York.
203. Snow Steam Pump Works, 114 Liberty street, New York.
204. Henry Sondheimer, 108 La Salle street, Chicago, Ill.
205. A. G. Spalding & Bro., 126 Nassau street, New York.
206. G. H. Schrock, 291 Pearl street, New York.
207. Standard Underground Cable Co., Westinghouse Building, Pittsburg, Pa.
208. D. A. Tower, 306 Broadway, New York.
209. George C. Thomas, 26 Cortlandt street, New York.
210. Technical Supply Co., 28 Reade street, New York.

Schedule of proposals for naval supplies—Continued.

211. C. J. Toerring Co., 2318 Noble street, Philadelphia, Pa.

212. Truckee Lumber Co., 6 California street, San Francisco, Cal.

213. Walter B. Timms, 61 Hudson street, New York.

214. Edward A. Temple, 100 William street, New York.

215. Tippet & Wood, Phillipsburg, N. J.

216. Taunton-New Bedford Copper Co., New Bedford, Mass.

217. United Metals Sellings Co., 42 Broadway, New York.

218. U. S. Steel Products Export Co., 21 State street, New York.

219. Universal Supply Co., 290 Broadway, New York.

220. James M. Vance & Co., 211 Market street, Philadelphia, Pa.

221. Vulcan Crucible Steel Co., Aliquippa, Pa.

222. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.

223. Vermilye & Power, 17 Battery place, New York.

224. Wellman-Seaver-Morgan Co., 7004 Central avenue SE., Cleveland, Ohio.

225. J. R. Wettstein, 71 Broadway, New York.

226. Westinghouse Electric and Manufacturing Co., Baltimore, Md.

227. F. T. Witte Hardware Co., 106 Chambers street, New York.

228. Watson & Pittenger, 420 Carroll street, Brooklyn, N. Y.

229. Western Paint, Oil and Glass Co., 525 Front street San Francisco, Cal.

230. Whiting Foundry Equipment Co., Harvey, Ill.

231. John M. Woods & Co., box 2, East Cambridge, Mass.

232. Walte, Ranlett & Co., 80 Broad street, Boston, Mass.

233. John Wanamaker, New York.

234. Western Electric Co., 463 West street, New York.

235. Warren Steam Pump Co., 95 Liberty street, New York.

236. Whittier-Coburn Co., 18 Fremont street, San Francisco, Cal.

237. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.

238. Wonham & Magor, 29 Broadway, New York.

239. Williamson Bros. Co., Aramingo avenue and Cumberland street, Philadelphia, Pa.

240. Charles M. Yates, 40 Stuart street, San Francisco, Cal.

241. W. P. Youngs & Bros., 35th street and First avenue, New York.

242. Julian L. Yale & Co., 619 Railway Exchange, Chicago, Ill.

243. Arthur Gamwell, Seattle, Wash.

SCHEDULE 395.—Bureau of Yards and Docks.

Class 1. New York—A 100,000-gallon elevated steel tank for Olongapo—Bidder 14, \$4,498; 29, \$5,300; 38, \$4,200; 57, \$5,900; 215, \$4,311; 218, \$4,195.

SCHEDULE 399.—Bureau of Yards and Docks.

† Class 11. League Island—1 belt-driven shaper—Bidder 73, \$385; 82, \$300; 102, \$328; 131, \$375 and \$430; 153, \$284 and \$325; 57, \$698.75 and \$487.50; 176, \$380.

Class 12. Guantanamo—1 concrete mixer—Bidder 39, \$1,132; 108, \$1,125; 110, \$1,849; 131, \$3875; 139, \$1,420 and \$1,053; 145, \$1,163.50; 176, \$1,282 and \$950; 209, \$1,272; 223, \$1,149.

SCHEDULE 400.—Bureau of Navigation and Ordnance.

† Class 21. Newport—1 duplex piston-pattern brass-fitted condenser circulating pump—Canceled.

*Accepted.

Class 22. Indian Head—One locomotive gantry crane—Bidder 133, \$17,524; 224, \$316,600.

SCHEDULE 401.—Bureau of Construction and Repair.

Class 31. New York—One new model 14-in. swing 6 ft. bed, 36 in. centers, gibbed, carriage engine lathe—Bidder 82, \$846; 89, \$3690; 153, \$765 and \$800.

SCHEDULE 402.—Bureau of Steam Engineering.

Class 41. Boston—1 cutting-off machine—Bidder 102, \$3917.

Class 42. Portsmouth—1 turbine engine with auxiliaries and water-tube boiler—Bidder 72, \$311,280.

SCHEDULE 403.—Bureau of Yards and Docks.

Class 51. Mare Island—28,000 ft. stranded copper wire—Bidder 42, \$3777; 77, \$882; 207, \$861.20; 234, \$1,036.20; 243, \$1,245.

† Class 52. Mare Island—One 32-gal. galvanized range boiler—Bidder 12, \$45.

Class 53. Guam—A large quantity of Douglas fir—Bidder 30, \$2,107.70; 65, \$2,751.42; 243, \$3,919.31.

† Class 54. Mare Island—3,318 lbs. pipe fittings, 5 iron body gate valves, 2,600 lbs. bell and spigot cast iron water pipe, 96 galvanized malleable-iron elbows—Bidder 86, \$424.10.

Class 55. Puget Sound—11,400 ft. sewer pipe, 60 ft. sewer pipe curves, and a quantity of pipe fittings—Bidder 39, \$6,822.48; 56, \$4,232.31.

Class 56. Puget Sound—Three railroad platform cars, two special railroad platform cars—Bidder 86, \$4,350; 90, \$3,575.25; 109, \$3,910.

SCHEDULE 404.—Bureau of Construction and Repair.

Class 61. Mare Island—1 universal tool and cutter grinder—Bidder 103, \$3526; 107, \$347; 108, \$300; 131, \$865; 172, \$630.

Class 62. Mare Island—35,000 ft. Oregon pine—Bidder 30, \$1,015; 65, \$1,365; 243, \$1,137.50.

Class 63. Mare Island—32,000 lbs. rolled bar steel—Bidder 25, \$1,068.75; 31, \$1,520; 43, \$1,030.40; 48, \$1,244.80; 86, \$1,430; 214, \$1,155.20; 243, \$804.22.

Class 64. Mare Island—29,300 lbs. open-hearth steel billets—Bidder 25, \$1,611.50; 48, \$1,904.50; 86, \$3,289.20.

SCHEDULE 405.—Bureau of Steam Engineering.

Class 71. Puget Sound—Two emery wheels and 5 doz. twist drills—Bidder 53, \$312.40; 131, \$14.50; 201, \$20.65; 243, \$25.57.

Class 72. Mare Island—A quantity of bolts, nuts, rivets, brooms, tiller rope, key labels, tacks, iron, wire, steel wire, jaws, etc.—Bidder 19, \$120.34; 53, \$30.41; 179, \$94.53; 243, \$105.

Class 73. Puget Sound—11,692 lbs. nickel steel—Bidder 86, \$394.50.

Class 74. Mare Island—5 lbs. brass sheet, 32 lbs. sheet phosphor bronze, 107 lbs. bar steel, 80 lbs. flat steel, 500 lbs. zinc for condensers, 38 lbs. sheet iron—Bidder 53, \$114.61; 86, \$388.06; 165, \$165.56.

Class 75. Mare Island—164 lbs. spiral packing—Bidder 21, \$98.40; 53, \$103.32; 79, \$123; 86, \$131.04; 168, \$30.36.

Class 76. Mare Island—190 lbs. sheet packing—Bidder 21, \$95; 53, \$104.50; 79, \$102.60; 86, \$161.50; 111, \$95; 168, \$385.50; 243, \$228.

Class 77. Mare Island—40 lbs. sheet packing—Bidder 21, \$22; 53, \$28; 79, \$25.60; 86, \$36; 111, \$30; 243, \$56.

Class 78. Mare Island—100 lbs. asbestos plastic covering fiber—Bidder 111, \$4.50.

Class 79. Mare Island—110 lbs. sheet packing—Bidder 51, \$71.50; 111, \$300.50; 243, \$30.

Class 80. Mare Island—60 sq. ft. hair felt, 60 ft. rubber tubing, 12 lbs. lampwicking, 10 yds. oil wipers, 600 yds. packing, and 20 lbs. hemp packing—Bidder 53, \$31.30.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 81. Mare Island—300 lbs. chloride of calcium—Bidder 39, *\$15; 91, \$21.60.

Class 82. Mare Island—Bibbs, flanges, bands, couplings, valves, tubing, etc.—Bidder 53, *\$77.70.

Class 83. Mare Island—25 lbs. sponges—Bidder 53, \$97.50; 130, *\$75.

SCHEDULE 406.—Bureaus of Ordnance and Supplies and Accounts.

Class 91. Mare Island—1,000 carriage bolts—Bidder 12, \$49.90; 19, \$14; 53, \$10.90; 86, *\$5; 165, \$12; 201, \$35; 243, \$5.80.

Class 92. Mare Island—600 lbs. nuts and 400 lbs. washers—Bidder 19, \$72.40; 53, *\$67; 86, \$70; 165, \$88.50; 201, \$83.32; 243, \$263.40.

Class 93. Mare Island—200 lbs. washers, 120 lbs. copper burs, and 150 lbs. rivets—Bidder 19, \$213; 40, \$177; 53, \$202.05; 86, *\$169.45; 201, \$176.05.

Class 94. Mare Island—A quantity of brushes—Bidder 3, \$465.60; 186, *\$436.10.

Class 95. Mare Island—5 doz. feather duster brushes and 2 doz. whisk brooms—Bidder 41, \$161.85; 130, \$189; 178, *\$159.50.

Class 96. Mare Island—100 bbls. fire clay and 50 bbls. brick dust—Bidder 30, \$492.50; 69, *\$357.50; 178, \$530.

Class 97. Mare Island—500 lbs. cotton twine—Bidder 41, \$145; 129, \$130; 130, \$120; 161, *\$115; 178, \$132.50; 201, \$136.50.

Class 98. Mare Island—150 lbs. twine—Bidder 41, \$44.50; 129, *\$35.50; 178, \$42.50.

Class 99. Mare Island—75 gross leather buttons—Bidder 41, \$29.25; 178, *\$16.68; 179, \$25.50.

Class 100. Mare Island—5,000 yds. mattress binding and 6,000 yds. braid—Bidder 41, \$109.40; 129, \$125; 178, \$90.

Class 101. Mare Island—3,000 yds. mattress ticking—Bidder 41, \$483; 129, \$472.50; 178, *\$455.40.

Class 102. Mare Island—6,500 yds. muslin—Bidder 41, \$936; 129, *\$870; 178, \$915.

Class 103. Mare Island—2,000 lbs. curled hair—Bidder 7, \$774.80; 135, *\$706.60; 178, \$1,040; 190, \$749.00; 219, \$755.40; 243, \$840.

Class 104. Mare Island—240 cocoa mats—Bidder 39, \$480; 99, \$273.60; \$192; 129, *\$292.80; 130, \$295.20; 146, \$334.80; 178, \$324; 201, \$780.

Class 105. Mare Island—180 rubber mats—Bidder 28, \$433.80; 39, \$718.20; 79, \$621; 83, \$658.80; 140, \$396; 146, *\$328.50; 156, \$300; 201, \$774; 243, \$531.

Class 106. Mare Island—1,350 lbs. phosphor bronze wire—Bidder 40, \$516.37; 53, \$587.92; 86, \$535.95; 104, \$562.15; 131, \$524.61; 177, *\$512.51; 204, \$950.85; 234, \$553.50; 243, \$580.50.

Class 107. Mare Island—15 doz. can openers, 72 cuspidors, and 144 lamp trimmers—Bidder 12, \$223.71; 19, \$101.25; 53, *\$74.55.

Class 108. Mare Island—A large quantity of wood screws and machine screws—Bidder 19, \$1,279.65; 53, *\$1,278.44; 165, \$1,484.35; 243, \$1,645.10.

Class 109. Mare Island—A quantity of wood screws—Bidder 19, \$65.40; 53, *\$63.45; 165, \$69.05; 243, \$110.

Class 110. Mare Island—200 screw shackles—Bidder 63, \$90; 86, \$80; 131, \$80; 149, \$88; 179, *\$71; 201, \$119.08; 209, \$90.

Class 111. Mare Island—1,500 prs. hinges and 1,500 prs. hasps and buttons—Bidder 19, \$597; 140, \$555; 179, *\$427.50.

Class 112. Mare Island—2,950 prs. hinges—Bidder 19, \$558.75; 36, \$1,375; 53, \$597.33; 78, \$592.50; 140, \$602; 165, *\$486.25; 179, \$744.37.

Class 113. Mare Island—25 doz. padlocks—Bidder 19, \$164.50; 22, \$155.50; 53, *\$152.37; 78, \$158.75; 86, \$168.50; 117, \$168.75; 140, \$173.75; 165, \$154.25; 179, \$164.62; 243, \$212.50.

Class 114. Mare Island—94 doz. locks—Bidder 19, \$586.75; 22, \$572.21; 53, \$607.18; 78, \$609.80; 117, *\$535.65; 140, \$648.50; 165, \$602.21; 179, \$584.18; 182, \$573.31.

Class 115. Mare Island—1,900 lbs. copper nails—Bidder 12, \$627; 19, \$532; 40, \$456; 86, *\$416.10; 104, \$471.20; 165, \$570; 188, \$437; 216, \$451.25.

Class 116. Mare Island—3,300 lbs. galvanized-iron

nails and 1,600 steel wire nails—Bidder 19, \$222.65; 53, \$236.30; 86, \$232; 165, *\$218.75.

Class 117. Mare Island—20 rms. sandpaper and 200 lbs. emery—Bidder 1, *\$78.35; 19, \$91; 53, \$86.69; 86, \$245.50; 131, \$64.55; 243, \$94.20.

Class 118. Mare Island—288 squilgees—Bidder 19, \$311.04; 130, \$259.20; 140, \$270.72; 179, *\$257.76.

Class 119. Mare Island—10 gross grommets and 5,000 hammock rings—Bidder 12, \$174.50; 131, \$167.80; 140, \$152; 179, \$117.85; 201, *\$96.50.

Class 120. Mare Island—A quantity of files—Bidder 19, \$922.18; 49, *\$873.55; 53, \$957.48; 165, \$897.33; 243, \$904.62.

Class 121. Mare Island—Twist drills, glass cutters, washer cutters, file brushes, grindstones, chisel handles, hooks, soldering irons, sail knives, levels, chalk lines, nail pullers, trowels, hammer handles, mauls, etc.—Bidder 19, \$493.05; 53, *\$404.28; 131, \$457.69; 165, \$543.

Class 122. Mare Island—A quantity of hooks and eyes, screw hooks, escutcheon pins, screw eyes, casters, tacks, spring cotters, nuts, window fasteners, drawer handles, etc.—Bidder 19, *\$941.89; 53, \$1,094.34.

Class 123. Mare Island—20 doz. globes—Bidder 131, *\$23.20; 167, \$25.

Class 124. Mare Island—25 doz. brass hand lamps—Bidder 131, \$143.75; 167, *\$143.75.

Class 125. Mare Island—500 lbs. lampwicks—Bidder 19, \$115; 41, \$150; 53, *\$104.50; 130, \$105; 167, \$120.

Class 126. Mare Island—100,000 ft. California white pine—Bidder 30, *\$5,298; 65, \$5,500; 138, \$5,350; 127, \$5,500; 243, \$6,550.

Class 127. Mare Island—130,000 ft. Oregon pine—Bidder 30, *\$3,627.50; 65, \$5,850; 243, \$3,727.50.

Class 128. Mare Island—85,000 ft. Oregon pine—Bidder 30, \$1,902.50; 65, \$3,290; 243, *\$1,550.

Class 129. Mare Island—10,000 ft. ash—Bidder 30, \$889; 62, \$980; 65, \$825; 138, \$950; 187, \$950; 204, *\$780; 243, \$1,165.

Class 130. Mare Island—160,000 ft. redwood—Bidder 6, \$4,460; 30, \$4,585; 65, \$6,550; 138, *\$4,380; 243, \$4,955.

Class 131. Mare Island—A large quantity of sheet brass—Bidder 17, \$3,461.15; 40, \$3,461.15; 86, \$3,224.50; 95, \$3,461.15; 104, \$3,461.15; 141, \$3,461.15; 165, \$3,675.85; 185, \$3,379.75; 188, *\$3,378.18; 198, \$3,850.88; 216, \$3,461.15.

Class 132. Mare Island—A quantity of tool steel—Bidder 17, \$756.67; 18, \$1,227.01; 25, \$7,875.75; 31, \$1,050.10 and \$1,365.13; 47, \$842.02; 48, \$1,864.19; 59, \$1,645.55; 86, *\$900.18; 115, \$1,592.25; 165, \$805.57; 243, \$787.19.

Class 133. Mare Island—14,100 lbs. galvanized sheet steel—Bidder 86, *\$488.04; 95, \$552.72; 141, \$560.64; 165, \$564.

Class 134. Mare Island—12,500 lbs. galvanized sheet steel—Bidder 86, *\$472.50; 95, \$536.25; 141, \$570; 165, \$497.50.

Class 135. Mare Island—20,000 lbs. slab zinc—Bidder 40, *\$1,600; 86, \$1,978; 243, \$1,948.

Class 136. Mare Island—5,000 lbs. rolled sheet zinc—Bidder 40, *\$455; 86, \$495; 243, \$495.

Class 137. Mare Island—3,000 ft. wash deck hose—Bidder 20, \$1,680; 75, \$1,800; 79, \$1,920; 83, *\$1,620; 243, \$1,794.

Class 138. Mare Island—1,000 ft. rubber hose—Bidder 20, *\$667.50; 79, \$912.50; 83, \$825.

Class 139. Mare Island—100 lbs. asbestos packing—Bidder 39, \$30; 51, *\$22; 53, \$105; 111, \$24; 243, \$45.

Class 140. Mare Island—1,625 lbs. Tuck's packing—Bidder 20, \$1,121.25; 21, \$776.25; 53, \$1,061.16; 79, \$952.50; 83, \$948.75; 243, *\$750.37.

Class 141. Mare Island—675 lbs. flax packing—Bidder 20, \$148.50; 21, \$202.50; 50, \$132.90; 78, \$126.56; 79, \$148.50; 131, *\$125.55; 243, \$192.35.

Class 142. Mare Island—2,500 lbs. granular sodium carbonate—Bidder 27, \$118.75; 80, *\$87.50; 91, \$102.

Class 143. Mare Island—3,000 lbs. concentrated lye and 200 lbs. caustic potash—Bidder 39, informal, part of class; 80, \$230.50; 91, \$208.56; 178, *\$192.50; 240, \$235.50.

*Accepted.

Schedule of proposals for naval supplies—Continued.

Class 144. Mare Island—100 qts. aluminum paint—Bidder 125, \$121.88; 196, *\$300; 229, \$124.50; 240, \$93.

Class 145. Mare Island—50 galls. paint and varnish remover—Bidder 125, *\$55; 229, \$84; 240, \$87.50.

Class 146. Mare Island—120,000 lbs. white lead—Bidder 67, *\$7,272; 98, \$7,500; 229, \$7,620; 236, \$7,476; 240, \$8,400.

Class 147. Mare Island—2,500 lbs. yellow ochre, 250 lbs. vermilion, 2,500 lbs. brown zinc, and 3,000 lbs. venetian red—Bidder 125, \$447; 240, *\$410.62.

Class 148. Mare Island—5,000 lbs. muriatic acid and 8,000 lbs. sulphuric acid—Bidder 12, \$423.50; 26, \$515.40; 178, *\$302; 240, \$362.

Class 149. Mare Island—400 galls. Japan drier—Bidder 67, *\$590; 98, \$650; 125, \$728; 134, \$606; 196, \$646; 229, \$768; 240, \$706.

Class 150. Mare Island—2,000 lbs. petrolatum—Bidder 12, \$139.80; 39, \$136.40; 67, \$120; 70, \$150; 91, \$199; 147, *\$100; 229, \$160; 240, \$115.

Class 151. Mare Island—5,000 lbs. putty—Bidder 39, \$258.50; 67, *\$100; 91, \$199; 147, \$250; 240, \$118.75.

Class 152. Mare Island—2,500 lbs. navy lubricant—Bidder 67, \$150; 70, \$375; 240, *\$143.75.

Class 153. Mare Island—1,500 lbs. tallow—Bidder 50, *\$108.75; 70, \$180; 91, \$187.20; 178, \$142.50; 240, \$123.75.

Class 154. Mare Island—500 galls. coal tar—Bidder 39, \$231; 63, \$82.50; 67, *\$80; 91, \$174.35; 240, \$110.

†Class 155. Mare Island—5,000 galls. lubricating oil—Bidder 67, \$2,000; 70, \$1,850; 98, \$1,950; 147, \$2,500.

Class 156. Mare Island—3,000 galls. pure sperm oil—Bidder 67, *\$1,740; 70, \$2,400; 147, \$1,717.50.

Class 157. Mare Island—A quantity of valves—Bidder 78, \$903.72; 106, \$880.44; 114, \$1,811.40; 121, \$937.08; 140, \$904.20; 159, *\$575.91; 165, \$1,053.24; 201, \$1,043.05.

Class 158. Mare Island—A quantity of plug cocks—Bidder 53, \$76.14; 114, \$320.40; 140, *\$71.70; 159, \$79.14; 201, \$140.14.

Class 159. Mare Island—5,100 lbs. brass pipe—Bidder 17, \$1,234; 86, \$1,523; 113, *\$1,216; 165, \$1,245.50; 185, \$1,216; 188, \$1,269.62.

Class 160. Mare Island—185 doz. water gage glasses—Bidder 19, \$238.50; 53, *\$165.05; 86, \$212; 131, \$192.35; 161, \$178.75.

Class 161. Mare Island—Rubber bands, desk baskets, blotters, erasers, eyelets, fasteners, files, ink, oil boards, paper, pencils, stamps, thumb tacks, twine, notebooks, sharpeners, inkstands, oil, desk shears, pens, etc.—Bidder 41, \$1,424.36; 130, informal, part of class; 161, \$1,550.16; 197, *\$1,400.74.

Class 162. Mare Island—10 doz. press copy books—Bidder 12, \$219.50; 41, \$130; 161, \$142.50; 197, *\$130.

Class 163. Mare Island—75 lbs. sponges—Bidder 161, *\$82.50; 178, \$525; 197, \$183.75.

Class 164. Mare Island—1,200 tin boxes matches—Bidder 80, \$102; 130, *\$102; 161, \$120; 178, \$104.04.

Class 165. Mare Island—5,000 cakes laundry soap—Bidder 80, \$161.50; 123, \$120; 161, \$220; 178, *\$114.50; 194, \$162.50.

Class 166. Mare Island—250 lbs. toilet soap—Bidder 161, \$30; 178, \$61.87; 194, *\$26.25.

Class 167. Mare Island—30,000 lbs. cotton waste—Bidder 53, \$3,177; 63, *\$2,872.50; 67, \$3,112.50; 18, \$3,177; 117, \$3,075; 165, \$3,450; 178, \$3,450; 242, \$3,225; 243, \$3,072.

SCHEDULE 414.

Class 171. Bidder 19, \$2,976; 52, *\$3,490; 127, \$3,830; 128, \$4,365; 174, \$3,855; 178, \$4,300; 213, \$3,740.

SCHEDULE 419.—Bureau of Yards and Docks.

†Class 181. Guantanamo—32,500 lbs. screw bolts and 2,000 drift bolts—Bidder 162, \$1,775.40; 202, \$1,844.50; 209, \$1,925.

*Accepted.

†Class 182. Guantanamo—1,400 lbs. wrought spikes and 8,700 washers—Bidder 162, \$461.82; 179, \$624.18; 202, \$378.30.

†Class 183. Guantanamo—65,775 ft. yellow pine piles—Bidder 16, \$15,128.25 and \$8,221.87; 65, \$27,954.37; 66, \$19,074.75; 116, \$14,799.37; 154, \$14,799.38 and \$9,208.50; 184, \$14,141.62; 243, \$2,104.80.

†Class 184. 3,780 ft. fender piles, 9,400 ft. cross-sited yellow pine piles, 237,600 ft. sheet piles, and 9,720 ft. cross-sited yellow pine—Bidder 65, \$28,213.60; 155, \$37,858.80; 193, \$33,432.63; 243, \$44,467.40.

†Class 185. Guantanamo—100,160 ft. long-leaf yellow pine, 20,000 ft. spruce splines, 7,000 ft. merchantable long-leaf yellow pine or spruce—Bidder 2, \$5,393.38; 65, \$4,986.40; 76, \$4,226.34; 243, \$14,083.40.

†Class 186. Guantanamo—450 ft. white oak boards and 300 straight grained white oak or locust tree nails—Bidder 65, \$135; 76, \$292.50.

†Class 187. Guantanamo—1,500 railroad ties—Bidder 2, \$1,725; 65, \$1,650; 76, \$2,625; 243, \$3,900.

†Class 188. Guantanamo—200 steel bars for reinforcing concrete—Bidder 14, \$474; 48, \$350; 64, \$448; 140, \$594; 162, \$330; 209, \$380.

†Class 189. Guantanamo—15,000 lbs. I-beams—Bidder 14, \$427.50; 209, \$475.50.

†Class 190. Guantanamo—445 linear ft. cast-iron nosing and 7 cast-iron bolts—Bidder 14, \$594.60; 119, \$485.25; 162, \$375.35.

†Class 191. Guantanamo—1,000 lbs. tallow—Bidder 91, \$108.70.

†Class 192. Guantanamo—450 ft. terra cotta conduit—Bidder 39, \$225; 64, \$261.

†Class 193. Guantanamo—13 lengths brass pipe—Bidder 64, \$173.19.

†Class 194. Guantanamo—2,700 ft. steam pipe—Bidder 37, \$179.64; 140, \$214.38; 121, \$188.73.

†Class 195. Guantanamo—7 lengths cast-iron water pipe—Bidder 64, \$337.39.

†Class 196. Guantanamo—5 electric manhole covers and frames—Bidder 64, \$197.50; 149, \$210; 209, \$149.45.

SCHEDULE 420.—Bureau of Yards and Docks.

Class 201. Charleston—17 220-volt direct current multiple inclosed arc lamps—Bidder 100, \$164; 148, \$195.50; 211, *\$153; 226, \$174.25.

Class 202. Charleston—1,000 plain carbons for inclosed arc lamps—Bidder 35, *\$23; 42, \$28.50; 77, \$28; 100, \$26; 148, \$31; 158, \$27.50; 234, \$30.

Class 203. Charleston—53,500 lbs. double-braided weatherproof copper wire and 90 ft. rubber covered double-braided copper wire—Bidder 77, *\$3,155.80; 207, \$3,349.80; 234, \$3,214.76.

Class 204. Charleston—40 non-arcing lightning arresters—Bidder 42, \$97.20; 77, \$230; 111, \$97.20; 148, \$90; 226, \$90; 234, *\$86.

†Class 205. Charleston—166 cross arms for poles, 800 oak pins for cross arms, 88 poles for electric-light wiring, and 3 junction poles—Bidder 148, \$105.20, part.

Class 206. Charleston—A quantity of screw insulators, malleable guy clamps, arc lamp pulley pole fixtures, arc lamp cordage, linemen's tools, cross-arm braces and bolts, guy anchors, etc.—Bidder 42, \$273.10; 148, *\$267.75; 234, \$289.15.

Class 207. Charleston—1 injector for boiler feeding—Bidder 131, *\$13.75.

SCHEDULE 421.—Bureau of Yards and Docks.

Class 211. Norfolk—For covering roof of building No. 73 with an improved plastic slate roofing, including all necessary labor, materials, appliances, etc.—Bidder 44, *\$700.

SCHEDULE 422.—Bureau of Equipment.

Class 221. New York—50 double bracket lamps and 144 chimneys—Bidder 78, \$201.86; 123, *\$186.52; 131, \$198.36; 137, \$279.78; 167, \$205.08.

Class 222. League Island—157 lbs. hard rubber—Bidder 22, *\$117.53; 46, \$157; 78, \$117.59; 85, \$125.44; 126, \$131.88; 148, \$141.30; 181, \$125.60.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 223. New York—A quantity of library books—Bidder 9, \$1,145.10; 96, informal, part of class; 166, *\$1,109.80; 191, \$1,008.30; 233, \$1,230.10.

Class 224. New York—300 baseball belts and 72 basemen's mits—Bidder 205, *\$385.50.

SCHEDULE 423.—Bureau of Ordnance.

Class 231. Washington—80 gross flat-head iron screws and 1,300 lbs. nails—Bidder 132, *\$132.30; 140, \$141.60; 201, \$141.78; 227, \$198.25.

Class 232. Washington—16 doz. taps—Bidder 22, \$99.76; 78, \$94.84; 119, \$132.75; 131, \$104.07; 132, *\$89.10; 201, \$136.08; 227, \$133.40.

Class 233. Washington—75 doz. twist drills—Bidder 108, \$203.28; 119, \$175.64; 124, \$175.64; 131, \$166.16; 132, *\$147.55; 182, \$166.16; 227, \$166.98.

Class 234. Indian Head—A quantity of bits, cutting pliers, wire gauze, copper gauze, whetstones, etc.—Bidder 132, *\$40.70.

Class 235. Washington—45,000 ft. white pine—Bidder 2, \$1,910; 62, \$2,050; 65, *\$1,775; 76, \$1,798.30; 195, \$2,107.50; 200, \$1,962.50; 237, \$2,110.

Class 236. Washington—60 lbs. pump packing—Bidder 111, *\$15; 126, \$30.

Class 237. Indian Head—A quantity of rubber tubing, pressure tubing, unvulcanized tubing, etc.—Bidder 84, \$38.19; 132, \$46; 136, *\$28.59.

Class 238. Indian Head—A quantity of miscellaneous chemicals—Bidder 84, \$220.19; 136, \$221.45; 192, *\$234.72.

Class 239. Indian Head—A quantity of filter paper—Bidder 84, \$33.65; 136, *\$28.63; 173, \$742.20; 192, \$31.22.

Class 240. Indian Head—Laboratory equipment and supplies—Bidder 84, \$796.68; 136, *\$761.73, part.

SCHEDULE 424.—Construction and Repair.

Class 241. Boston—45 gross fillister head brass machine screws—Bidder 71, \$94.50; 131, \$105.95; 140, *\$11.10; 201, \$129.25.

Class 242. Boston—110 doz. open rope thimbles—Bidder 71, *\$41.20; 119, \$51.40; 131, \$45.21; 132, \$49.30; 140, \$47; 162, \$49.10; 179, \$44.50; 201, \$51.70; 209, \$68.50.

Class 243. Portsmouth—2 steam winches—Bidder 4, \$700, *\$750, \$800, \$760, \$820, and \$880; 101, \$900; 239, \$950.

Class 244. Boston—1 crane ladle with worm gear—Bidder 61, \$115; 131, \$101.33; 140, \$97.40; 163, \$124.50; 209, \$124; 230, *\$90; 238, \$93.

Class 245. New York—84,000 ft. yellow pine—Bidder 65, *\$5,285; 243, \$6,986.

Class 246. New York—107,000 ft. yellow-pine decking—Bidder 62, *\$10,159.65; 65, \$10,432.50; 189, \$12,144.50; 237, \$10,593; 243, \$10,379.

Class 247. New York—63,000 ft. white pine—Bidder 2, *\$5,223; 62, \$5,806; 65, \$5,642; 76, \$6,162.50; 196, \$6,248; 237, \$6,295; 241, \$5,567; 243, \$5,224.

Class 248. New York—54,000 ft. white cedar—Bidder 62, *\$3,780; 65, \$4,900; 92, \$4,860; 112, \$4,156.13; 243, \$5,076.

Class 249. New York—21,000 ft. mahogany—Bidder 10, \$3,045; 62, \$3,255; 65, \$3,185; 76, \$3,203.20; 143, \$3,045; 164, *\$2,937.90; 187, \$3,200; 231, \$3,125.50; 241, \$3,017; 243, \$4,035.

Class 250. New York—5,000 ft. white ash—Bidder 2, \$500; 62, \$350; 65, *\$280; 160, \$450; 187, \$300; 228, \$310; 231, \$349.25; 237, \$300; 243, \$440.

Class 251. New York—14,000 ft. white maple—Bidder 2, \$700; 62, \$840; 65, \$905.50; 76, \$1,020; 187, \$784; 228, \$672; 231, *\$604.10; 241, \$875; 243, \$756.

Class 252. New York—60 lengths white-oak knees—Bidder 65, \$580; 76, \$600.50; 116, \$602.50; 160, \$660; 195, \$790; 228, *\$510.

Class 253. New York—A quantity of white oak—Bidder 2, \$6,500.50; 62, \$5,875.47; 65, *\$5,845; 76, \$11,495.30; 189, \$7,083; 243, \$7,671.

Class 254. New York—20,000 ft. white-oak butts—Bidder 2, *\$1,040; 65, \$1,200; 76, \$1,850; 116, \$1,600; 243, \$2,275.

Class 255. New York—35,000 ft. spruce or hemlock—Bidder 2, \$805; 65, *\$770; 76, \$1,048.25; 116,

\$1,041.25; 187, \$910; 228, \$962.50; 237, \$875; 241, \$831.25.

Class 256. New York—16 spruce poles—Bidder 65, *\$900; 76, \$1,335; 116, \$1,244; 160, \$1,026; 189, \$1,245; 228, \$1,100.

Class 257. New York—50,000 ft. Australian moa wood—Bidder 62, *\$5,000.

Class 258. Boston—6,000 lbs. rolled naval bronze—Bidder 5, \$1,320; 15, \$1,260; 40, *\$1,200; 188, \$1,346.

Class 259. New York—A quantity of tool steel—Bidder 18, \$2,781; 25, \$3,656.25; 31, \$2,598.75; 32, \$2,486.25; 48, \$2,437.50; 108, \$2,475; 115, \$2,427.04; 119, \$2,925; 142, \$2,473.87; 206, \$2,533; 221, \$3,010.13; 115, *\$1,213.52; 142, *\$1,236.94.

Class 260. New York—500 lbs. strip gum gasket—Bidder 20, \$600; 83, \$575; 144, \$700; 150, \$665; 222, *\$500; 243, \$520.

† Class 261. Boston—250 lbs. packing and 200 lbs. sheet packing—Bidder 20, \$367.50; 78, \$425.50; 81, \$448.75; 83, informal, part of class; 87, \$307.50; 144, \$332.50.

Class 262. Boston—100 plain malleable-iron ells and 50 plain malleable-iron tees—Bidder 121, \$16; 131, \$23.60; 140, *\$16; 201, \$26.00.

Class 263. Norfolk—48 steam plug cocks—Bidder 114, \$50.40; 121, \$72; 131, *\$28.76; 201, \$84.

Class 264. Norfolk—100 unions—Bidder 108, \$120; 114, *\$98.80; 121, \$130; 131, \$102.12; 132, \$99; 140, \$126; 180, \$126; 201, \$154.

Class 265. Norfolk—300 globe valves—Bidder 34, \$270; 78, \$243.40; 106, \$253; 108, \$249; 114, \$446; 121, \$255; 131, *\$230.22; 140, \$254; 180, \$242; 201, \$299.

Class 266. New York—200 rolls solar paper—Bidder 58, \$206; 88, *\$196; 118, \$206; 120, \$280; 210, \$200.

Class 267. New York—12 surgeons' stools and 12 chairs—Bidder 78, \$134.88; 192, \$123.60; 199, *\$111.

Class 268. Boston—200 air port lenses—Bidder 54, *\$274.75; 97, \$464.25; 132, \$284.05; 170, \$281.30.

Class 269. League Island—2 handcarts—Bidder 131, *\$98; 201, \$120.

SCHEDULE 425.—Steam Engineering.

Class 271. New York—84 dies—Bidder 132, *\$88.80.

Class 272. New York—A quantity of end mills, adjustable stocks and dies, sets of dies, etc.—Bidder 71, \$252.66; 78, \$238.08; 108, \$263.28; 131, \$245.94; 132, *\$333.76; 140, \$257.02; 201, \$250.27.

Class 273. League Island—1 pressure pump—Bidder 55, \$1,620; 203, *\$683.25; 235, \$875.

Class 274. League Island—14 steam launch pumps—Bidder 23, \$986; 45, \$700; 55, *\$630; 220, \$854.

Class 275. Norfolk—A quantity of steel—Bidder 25, \$286.50; 31, \$181.50; 48, *\$217.80; 142, \$378.70.

Class 276. Norfolk—2,850 lbs. steel castings—Bidder 25, *\$213.75; 142, \$484.50; 169, \$342; 209, \$339.15.

Class 277. League Island—A quantity of wrought-iron pipe, flange unions, tees, ells, sockets, etc.—Bidder 24, *\$333.68; 121, \$435.06; 140, \$357.68; 220, \$170.85.

Class 278. League Island—5 steam gages, 7 globe valves—Bidder 114, \$104.30; 121, \$50; 131, \$40.51; 132, \$41.45; 140, \$45.90; 180, *\$40.50; 201, \$65.25; 202, \$83.63; 220, \$56.50.

Class 279. League Island—7 gages—Bidder 13, *\$79.45; 78, \$87.99; 121, \$126; 131, \$87.64; 140, \$88.90; 201, \$90.72; 220, \$105.

SCHEDULE 426.—Supplies and Accounts.

Class 281. Boston—5,400 lbs. bolts and nuts—Bidder 119, \$337.50; 131, \$337.45; 132, \$372.60; 201, \$364.50; 202, *\$329.40.

Class 282. Boston—Carriage bolts, stove bolts, copper burs, etc.—Bidder 71, \$52.07; 140, *\$51.86; 162, \$62.78; 179, \$71; 201, \$65.38.

Class 283. Boston—5 doz. maules—Bidder 71, \$31.25; 108, \$32.50; 131, \$26; 132, \$31.25; 140, \$33; 162, *\$22.70; 202, \$25.50.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 284. Boston—30 doz. padlocks—Bidder 22, \$172.80; 71, \$177.75; 78, \$172.65; 131, \$179.85; 132, \$187.20; 140, \$177.80; 179, \$177.60; 201, \$205.95; 227, \$102.

Class 285. Boston—50,000 lbs. ingot copper—Bidder 40, \$9,445; 74, \$9,465; 152, \$9,240; 217, \$9,250; 232, \$9,300; 243, \$9,950.

Class 286. Boston—1,300 lbs. asbestos mill-board—Bidder 8, \$86.67; 20, \$87.75; 22, \$86.32; 39, \$91; 51, \$86.67; 81, \$86.67; 111, \$86.67; 151, \$86.67.

Class 287. Boston—750 lbs. flax packing—Bidder 20, \$165; 68, \$240; 78, \$119.62; 81, \$150; 111, \$135; 131, \$126.75; 243, \$255.

Class 288. Boston—150 lbs. Tuck's packing—Bidder 20, \$97.50; 68, \$172.50; 83, \$82.50; 111, \$72; 243, \$465.25.

Class 289. Boston—2,500 ft. upper-deck fire hose—Bidder 20, \$1,912.50; 75, \$2,250; 83, \$1,950; 144, \$1,800.

Class 290. Boston—50,000 lbs. white lead—Bidder 33, \$3,260; 70, \$3,403; 93, \$3,390; 125, \$3,409; 170, \$3,375; 183, \$3,450; 225, \$3,285.

Class 291. Boston—400 lbs. ultramarine blue, 10,000 lbs. whiting, and 100 lbs. rotten stone—Bidder 105, \$163; 192, \$198.

Class 292. Boston—30 doz. blank books and 110 doz. memorandum books—Bidder 4f, \$336.50; 94, \$414.50; 161, \$364.60; 208, \$386.60; 219, \$396.14.

Class 293. Boston—A quantity of pencils—Bidder 41, \$109.92; 94, \$135.94; 161, \$111.75; 208, \$98.52.

Class 294. Boston—Ink extractors, rubber erasers, letter files, inkstands, pens, penholders, rulers, slates, tape, etc.—Bidder 41, \$270.30; 94, \$305.32; 161, \$254.60; 208, \$294.33.

Class 295. Boston—40 doz. flat paint brushes—Bidder 3, \$453.20; 71, \$615; 186, \$455.50.

Class 296. Boston—120 cocoa mats—Bidder 39, \$223.20; 68, \$200; 78, \$164.40; 140, \$172.80; 146, \$195; 201, \$198.

Class 297. Boston—60 rubber mats—Bidder 28, \$144.60; 33, \$172.80; 68, \$172.50; 83, \$219.60; 226, \$108; 140, \$125.40; 146, \$96.90; 156, \$120; 201, \$243; 243, \$177.

OPENED APRIL 10, 1906.

Bidder 1. Abraham & Strauss, 420 Fulton street, New York.

2. Ajax Metal Co., Inc., 46 Richmond street, New York.

3. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

4. Ammon & Mackall, 81 Chambers street, New York.

5. Ansonia Brass and Copper Co., 99 John street, New York.

6. American Mica Co., Newton Lower Falls, Mass.

7. Armour & Co., 205 La Salle street, Chicago, Ill.

8. American Metal Co., Ltd., 52 Broadway, New York.

9. American Biscuit Co., 801 Battery, San Francisco, Cal.

10. J. J. Adams & Co., 132 Green Point avenue, Brooklyn, N. Y.

11. American Silk Manufacturing Co., 311½ Walnut street, Philadelphia, Pa.

12. Benedict & Burnham Manufacturing Co., 37 Park place, New York.

13. Bethlehem Steel Co., South Bethlehem, Pa.

14. Bruce & Cook, 190 Water street, New York.

15. Baker Taylor Co., 33 E. 17th street, New York.

16. E. T. Burrows Co., Portland, Me.

17. F. S. Banks & Co., 73 Warren street, New York.

18. William J. Bacon & Co., 1029 Saratoga street, Newport, Ky.

19. Bramhall, Dean & Co., 264 Water street, New York.

20. Berry & Aikens, Bainbridge street wharf, Philadelphia, Pa.

21. Beckwith Chandler Co., 201 Emmet street, New York.

22. Berry Bros. (Ltd.), 262 Pearl street, New York.

23. Boston Belting Co., 266 Devonshire street, Boston, Mass.

24. Belmont Iron Works, 22d and Washington streets, Philadelphia, Pa.

25. Baker & Hamilton, 2 Pine street, San Francisco, Cal.

26. E. G. Bernard Co., 1918 6th avenue, Troy, N. Y.

27. Buffalo Forge Co., 490 Broadway, Buffalo, N. Y.

28. D. Ballauf, 731 7th street, Washington, D. C.

29. John Bliss & Co., 128 Front street, New York.

30. Franklin Brown, 242 Madison street, Brooklyn, N. Y.

31. Baldwin Steel Co., 107 John street, New York.

32. Bridgeport Brass Co., 253 Broadway, New York.

33. Bell Manufacturing Co., 117 N. Main street, St. Louis, Mo.

34. James Clendenin, box 2002, Baltimore, Md.

35. Crew Levick Co., 113 Arch street, Philadelphia, Pa.

36. Chesebrough Manufacturing Co., 17 State street, New York.

37. William Cramp & Son Ship and Engine Building Co., Beach and Ball streets, Philadelphia, Pa.

38. J. Ross Collins, 197 West street, New York.

39. Carpenter Steel Co., Reading, Pa.

40. Adam S. N. Cowan, 107 S. 8th street, Philadelphia, Pa.; informal.

41. Carpenter Morton Co., 77 Sudbury street, Boston, Mass.

42. R. P. Clarke Co., 615 F street, Washington, D. C.

43. Herschel P. Copeland, box 726, New York.

44. Carnegie Steel Co., Pittsburg, Pa.

45. Cutler Electrical and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.

46. W. E. Comstock & Co., 443 Howard avenue, New Haven, Conn.

47. Henry Disston & Sons, box 1537, Philadelphia, Pa.

48. P. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

49. Dunham, Carrigan & Hayden Co., 17 Beale street, San Francisco, Cal.

50. Clark, Davenport & Co., 1200 F street, Washington, D. C.

51. Cornell & Underhill, 47 Beach street, New York.

52. Central Metal & Supply Co., 609 E. Lombard street, Baltimore, Md.

53. Camden Iron Works, Cooper Creek and Line street, Camden, N. J.

54. Cudahy Packing Co., South Omaha, Nebr.

55. Louis J. Costa, 1229 Real Estate Building, Philadelphia, Pa.

56. California Electric Works, 642 Folsom street, San Francisco, Cal.

57. Coe Brass Manufacturing Co., 582 Liberty street, Ansonia, Conn.

58. T. V. Collins, Vallejo, Cal.

59. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.

60. Crucible Steel Co. of America, Pittsburg, Pa.

61. Duparquet, Huot & Moneuse Co., Washington, D. C.

62. Jacob Dold Packing Co., Buffalo, N. Y.

63. M. J. Drummond & Co., 182 Broadway, New York.

64. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.

65. O. A. Danzenbaker, 1111 14th street, Washington, D. C.

66. Dulin & Martin Co., Washington, D. C.

67. Wilson D. Dennett, 6th and Townsend streets, San Francisco, Cal.

68. Driver, Harris Wire Co., Harrison, N. J.; informal, no guarantee.

69. De Ronde Osborn Co., 46 Cliff street, New York.

*Accepted.

Schedule of proposals for naval supplies—Continued.

70. Eugene Deltzen Co., 111 West street, New York.
71. Joseph Dixon Crucible Co., 1020 Arch street, Philadelphia, Pa.
72. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.
73. Edward J. Etting, Harrison Building, Philadelphia, Pa.
74. G. Elias & Bro., 765 Elk street, Buffalo, N. Y.
75. M. Ewing Fox & Co., 136th street and River avenue, New York.
76. Fitz, Dana & Co., 110 North street, Boston, Mass.
77. Franklin Chemical Works, Inc., 801 Drexel Building, Philadelphia, Pa.
78. The Fairbanks Co., 416 Broome street, New York.
79. Fitz Dana & Brown, 445 Pearl street, New York.
80. George C. Flint & Co., 43 W. 23d street, New York.
81. Fiske Bros. Refining Co., 15 Old Slip, New York.
82. Frye, Phipps & Co., 23 Pearl street, New York.
83. W. P. Fuller & Co., 301 Mission street, San Francisco, Cal.
84. Henry Frank, 40 Spruce street, New York.
85. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
86. Getz Bros. & Co., Inc., 121 Davis street, San Francisco, Cal.
87. John Gregg, 281 W. 11th street, New York.
88. Garlock Packing Co., 136 Liberty street, New York.
89. William D. Gill & Son, 701 President street, Baltimore, Md.
90. R. W. Geldart, 2 Stone street, New York.
91. William Geiger, 97 Warren street, New York.
92. Arthur Gainwell, 1306 Alaska Building, Seattle, Wash.
93. John O. Gamage, Woodside's wharf, Norfolk, Va.
94. General Electric Co., Schenectady, N. Y.
95. Richard H. Grey, 123 California street, San Francisco, Cal.
96. Nathan B. Gaskill, 29th street and Ridge avenue, Philadelphia, Pa.
97. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
98. Hadwin Houghton, 117 Fulton street, New York.
99. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
100. G. H. Hammond Co., Union Stock Yards, Chicago, Ill.
101. George B. Hewlett, 32 Front street, New York.
102. Abraham L. Hirsh, 368 Greenwich street, New York.
103. Hospital Supply Co., 35 E. 20th street, New York.
104. Holbrook Bros., 89 Beekman street, New York.
105. Frederick W. Hannahs, Newark, N. J.
106. Higgins Manufacturing Co., 218 Bond Building, Washington, D. C.
107. The Hartman Co., 1235 N. Front street, Philadelphia, Pa.
108. Ernest L. Hueter, 816 Mission street, San Francisco, Cal.
109. C. G. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.
110. Henry Holt & Co., 29 W. 23d street, New York.
111. Hammer & Co., 212 Sacramento street, San Francisco, Cal.
112. Harron, Rickard & McCone, 110 Tremont street, San Francisco, Cal.
113. Henshaw Buckley & Co., 49 Fremont street, San Francisco, Cal.
114. Frank A. Hall, 113 Baxter street, New York.
115. Helmer Harris Co., 115 California street, San Francisco, Cal.
116. H. J. Heinz Co., Pittsburg, Pa.
117. Charles C. James, 44 Third avenue, New York.
118. H. W. Johns-Manville Co., 100 Williams street, New York.
119. Jackson Manufacturing Co., Harrisburg, Pa.
120. Jenkins Manufacturing Co., 13 Park Row, New York.
121. George R. Johnson, 1102 American Building, Baltimore, Md.
122. Louis H. Jones, box 666, Detroit, Mich.
123. Keystone Varnish Co., 71 Otsego street, Brooklyn, N. Y.
124. Kny Scheerer Co., 225 Fourth avenue, New York.
125. Keasby & Mattison, 100 John street, New York.
126. Kennedy Valve Manufacturing Co., 57 Beekman street, New York.
127. Kieley & Muller, 34 W. 13th street, New York.
128. Keuffle & Esser Co., 127 Fulton street, New York.
129. E. F. Keating Co., 452 Water street, New York.
130. J. B. Kendall, Washington, D. C.
131. T. P. Kelly & Co., 544 W. 22d street, New York.
132. Robert A. Keasby Co., 100 N. Moore street, New York.
133. J. H. Leonard & Co., 15 Park Row, New York.
134. F. H. Leggett & Co., 128 Franklin street, New York.
135. Theodore Linington, 56 Hudson street, New York.
136. Benjamin Lowenstein, 603 W. 29th street, New York.
137. Lucent Oil Co., 63 N. 2d street, Philadelphia, Pa.
138. Julius Lansburgh Furniture and Carpet Co., Washington, D. C.
139. A. Lietz Co., 632 Commercial street, San Francisco, Cal.
140. John Lucas & Co., 322 Race street, Philadelphia, Pa.
141. Lunkenheimer Co., P. O. box 876, Cincinnati, Ohio.
142. Merchants & Evans Co., 517 Arch street, Philadelphia, Pa.
143. P. R. Mitchell Co., 185 Canal street, New York.
144. Mica Insulator Co., 218 Water street, New York.
145. Monad Engineering Co., Cedar street, New York.
146. Manhattan Supply Co., 127 Franklin street, New York.
147. Montgomery & Co., 105 Fulton street, New York.
148. Manning, Maxwell & Moore, 85 Liberty street, New York.
149. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
150. R. H. Macy & Co., Broadway and 34th street, New York.
151. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
152. McCray Refrigerator Co., Washington, D. C.
153. W. B. Moses & Sons, Washington, D. C.
154. John W. Masury & Son, box 1012, New York.
155. John H. Meyer Co., 75 Worth street, New York.
156. McCall Bros., 825 8th street, Washington, D. C.
157. Joseph McCreery Co., 637 Infirmary road, Toledo, Ohio.
158. Wm. S. Miller, Rialto Building, San Francisco, Cal.
159. A. C. McClurg & Co., 215 Wabash avenue, Chicago, Ill.
160. K. Marks & Co., 91 Wall street, New York.
161. Midvale Steel Co., box 1606, Philadelphia, Pa.
162. National Electrical Supply Co. Washington, D. C.

Schedule of proposals for naval supplies—Continued.

163. National Tube Co., 21 State street, New York.
164. New York Belting and Packing Co., Ltd., 91 Chambers street, New York.
165. Norfolk Creosoting Co., Norfolk, Va.
166. New Jersey Foundry and Machine Co., 9 Murray street, New York.
167. New York Sand and Facing Co., 610 Kent avenue, Brooklyn, N. Y.
168. New York Lubricating Oil Co., 116 Broad street, New York.
169. New Jersey Asbestos Co., 52 Dey street, New York.
170. Okonite Co., Ltd., 253 Broadway, New York.
171. S. Obermyer Co., 647 Evans street, Cincinnati, Ohio.
172. Joshua Oldham & Sons, 112 26th street, Brooklyn, N. Y.
173. J. Edward Ogden & Co., 147 Cedar street, New York.
174. Old Dominion Paper Co., Norfolk, Va.
175. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
176. J. W. Paxson & Co., 1021 Delaware avenue, Philadelphia, Pa.
177. Peckham Co., 343 Thames street, Newport, R. I.
178. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
179. Pettinos Bros., Bethlehem, Pa.
180. G. P. Putnam Sons, 27 W. 23d street, New York.
181. Pittsburg Plate Glass Co., 221 West Pratt street, Baltimore, Md.
182. Porter & Moore Co., Norfolk, Va.
183. S. M. Price Machinery Co., Norfolk, Va.
184. Wm. Powell Co., 2525 Spring Grove avenue, Cincinnati, Ohio.
185. Pacific Hardware and Steel Co., 7th and Townsend streets, San Francisco, Cal.
186. Pettingill-Andrews Co., 160 Pearl street, Boston, Mass.
187. Pennsylvania and Delaware Oil Co., 116 Broad street, New York.
188. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
189. Henry Raphael, 160 Duane street, New York.
190. Charles P. Rogers & Co., 145 Fifth avenue, New York.
191. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
192. H. Rosenthal & Co., 418 West Broadway, New York.
193. H. A. Rogers Co., 19 John street, New York.
194. Rudolph & West Co., 1332 New York avenue, Washington, D. C.
195. Randolph-Clowes Co., 384 Bank street, Waterbury, Conn.
196. Hugh Reilly, 1334 New York avenue, Washington, D. C.
197. Paul S. Reeves & Son, 1415 Catherine street, Philadelphia, Pa.
198. R. P. Rowe, 100 Williams street, New York.
199. J. P. Roache, 350 Fulton street, New York.
200. Edwin Ross, 205 La Salle street, Chicago, Ill.
201. John Rothchild & Co., 115 Sacramento street, San Francisco, Cal.
202. Austin Remsen, 54 Maiden Lane, New York.
203. Switchboard Equipment Co., Bethlehem, Pa.
204. Swift & Co., Chicago, Ill.
205. W. & J. Sloane, Broadway and 19th street, New York.
206. Gustave A. Schrock, 291 Pearl street, New York.
207. Simpson-McIntire Co., 79 South Market street, Boston, Mass.
208. Thomas W. Smith, Washington, D. C.
209. Schwartzchild & Sulsberger Co., 45th street, New York.
210. Stokes Bros. Co., 30th below Chestnut street, Philadelphia, Pa.
211. Southard & Co., 11 Broadway, New York.
212. Simplex Co., Newark, N. J.
213. Smith-Courtney Co., Richmond, Va.
214. Standard Supply and Equipment Co., 306 North Holiday street, New York; informal; no guaranty.
215. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
216. Sherman-Brown-Clements Co., 55 Dey street, New York.
217. James W. Sederquist, 8 Oliver street, Boston, Mass.
218. Siegel-Cooper Co., 19th street and Sixth avenue, New York.
219. Sherwin-Williams Co., Cleveland, Ohio.
220. Charles E. Shoals Co., 164 Front street, New York.
221. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
222. Wm. Oscar Sealey, box 832, Barnesville, Ohio.
223. James K. Shaw, 25 Duane street, New York.
224. Sanson & Rowland, 511 Commerce street, New York.
225. Shoemaker & Bush, 511 Arch street, Philadelphia, Pa.
226. Shelby Steel Tool Co., Pittsburg, Pa.
227. Sussman & Wormser, 125 Market street, San Francisco, Cal.
228. Charles A. Schleren, 38 Ferry street, New York.
229. Robert S. Suter, 105 Hudson street, New York.
230. J. Spencer Turner Co., 86 Worth street, New York.
231. Walter B. Timms, 61 Hudson street, New York.
232. Technical Supply Co., 28 Read street, New York.
233. George C. Thomas, 26 Courtlandt street, New York.
234. Taunton-New Bedford Copper Co., New Bedford, Mass.
235. Edward A. Temple, 100 Williams street, New York.
236. United Metal Selling Co., 42 Broadway, New York.
237. United States Gutta Percha Paint Co., Providence, R. I.
238. Universal Supply Co., 200 Broadway, New York.
239. J. M. Umstadter, Norfolk, Va.
240. United States Graphite Co., Saginaw, Mich.
241. Union Gas Engine Co., 244 1st street, San Francisco, Cal.
242. Vermilye & Power, 17 Battery place, New York.
243. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
244. R. M. Wilkinson & Co., Inc., Norfolk, Va.
245. Woodward & Lothrop, Washington, D. C.
246. John D. Westbrooke, 265 Water street, Norfolk, Va.
247. John Wanamaker, 13th and Market streets, Philadelphia, Pa.
248. Whittier-Coburn Co., 20 Fremont street, San Francisco, Cal.
249. John Wanamaker, Broadway and 10th street, New York.
250. F. P. Witte Hardware Co., 106 Chambers street, New York.
251. Western Electric Co., 463 West street, New York.
252. J. R. Wettstein, 71 Broadway, New York.
253. Wrought Iron Range Co., 1901 Washington street, St. Louis, Mo.
254. Peter Woll & Son, Masker and Burke streets, Philadelphia, Pa.
255. Wetherill & Bro., 126 S. 30th street, Philadelphia, Pa.
256. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
257. Western Paint, Oil and Glass Co., 525 Front street, San Francisco, Cal.
258. Charles M. Yates, 40 Stewart street, San Francisco, Cal.
259. Fred C. Yale, Park Row Building, New York.
260. Bain & King, box 553, Norfolk, Va.
261. Charles Bang, 136 Water street, New York.
262. John B. Duckey, 116 Broad street, New York.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 407.—Bureau of Supplies and Accounts.**

Class 1. New York—250,000 lbs. tinned butter—Bidder 207, *\$72,325.

Class 2. New York—250,000 lbs. tinned butter—Bidder 204, *\$72,500; 207, \$72,325.

Class 3. Mare Island—125,000 lbs. tinned butter—Bidder 115, \$40,000; 207, *\$38,612.50.

Class 4. Mare Island—125,000 lbs. tinned butter—Bidder 204, *\$39,531.25; 207, \$38,612.50.

SCHEDULE 415.—Bureaus of Yards and Docks and Steam Engineering.

Class 11. Puget Sound—325 boiler tubes, No. 9, B. W. G.—Bidder 49, \$1,000; 51, \$744.25; 92, \$1,000; 95, \$1,293.50; 97, \$700.25; 163, *\$698.75; and \$487.50; 185, \$1,257.75; 226, \$718.25.

Class 12. Puget Sound—16,000 lbs. manganese bronze—Bidder 2, \$3,136; 37, \$3,432; 92, \$3,438.40; 95, \$4,304; 197, *\$3,102.40.

SCHEDULE 416.—Bureau of Equipment.

Class 21. Mare Island—132 lbs. galvanized iron bolts—Bidder 25, *\$10.56; 185, \$13.20.

Class 22. Mare Island—20 circuit breakers—Bidder 43, \$1,141; 45, \$951.90; 56, \$936.90; 59, *\$276.60; 94, \$678; 162, \$1,041; 203, \$731.00.

Class 23. Mare Island—8 voltmeters and 9 ammeters—Bidder 55, \$348.75; 56, \$272.78; 94, \$295.65; 162, \$348; 212, *\$252; 251, \$409.45.

Class 24. Puget Sound—151 O. K. dry battery cells—Bidder 43, \$97.65; 56, \$114.40; 162, \$97.65; 251, *\$96.15.

Class 25. Mare Island—14 lbs. resistance wire—Bidder 43, *\$40.25; 162, \$42.70; 251, \$44.25.

Class 26. Mare Island—7,405 lbs. steel plates—Bidder 44, \$355.44; 49, *\$190.30; 92, \$218.45; 95, \$291.76; 185, \$244.36; 233, \$293.98; 235, \$253.99.

Class 27. Mare Island—3,324 lbs. angle steel and 2,000 lbs. rivet steel—Bidder 25, \$182.96; 44, \$256.08; 49, *\$135.87; 92, \$156.77; 95, \$189.78; 235, \$212.96.

Class 28. Mare Island—16 pieces slate—Bidder 56, \$192.80; 148, \$198.40; 162, *\$160.

Class 29. Mare Island—440 galls. gas engine cylinder oil—Bidder 108, *\$211.20; 158, \$220; 241, \$264.

SCHEDULE 417.—Bureau of Construction and Repair.

Class 31. Mare Island—2 self-feeding rip-saw tables—Bidder 97, \$2,830; 112, *\$2,343; 113, \$2,896.

Class 32. Mare Island—1 shears No. 6—Bidder 113, \$195; 148, *\$174.50; 193, \$190; 233, \$222.

SCHEDULE 418.—Bureau of Supplies and Accounts.

Class 41. Mare Island—Window glass—Bidder 83, *\$2,106.85; 102, \$2,527.70; 248, \$2,547.87.

Class 42. Mare Island—50 doz. catches and 240 bronze port hinges—Bidder 25, \$451.50; 49, \$232.10; 90, *\$300; 199, \$543.

Class 43. Mare Island—1,300 lbs. soft copper wire—Bidder 34, \$293.54; 49, \$308.10; 56, *\$287.30; 92, \$317.20; 95, \$342.87; 97, \$297.70; 99, \$296.79.

Class 44. Mare Island—144 sheets oil board and 144 stamp pads—Bidder 174, *\$49.92.

Class 45. Mare Island—10 doz. typewriter ribbons—Bidder 174, *\$41.40; 250, \$45.50.

†Class 46. Mare Island—2,000 lbs. tinned tomatoes—Bidder 58, \$1,000; 86, \$870; 201, \$864; 227, \$1,000.

Class 47. Mare Island—5,000 galls. beans—Bidder 111, \$1,577.50; 201, *\$1,471.

Class 48. Mare Island—25,000 lbs. tinned corned beef—Bidder 7, \$2,932.50; 54, \$2,857.50; 67, \$2,392.50; 100, \$3,015; 151, *\$2,900; 201, \$1,875; 209, \$3,040.

Class 49. Mare Island—10,000 lbs. tinned lard—Bidder 7, *\$1,220; 67, \$1,212.50; 100, \$1,190; 151, \$1,350; 201, \$1,250; 204, \$1,250.

Class 50. Mare Island—10,000 lbs. salt—Bidder 86, \$130; 201, *\$111.

Class 51. Mare Island—20,000 lbs. rice—Bidder 58, \$1,680; 86, \$1,545; 201, *\$2,070.

*Accepted.

Class 52. Mare Island—30,000 lbs. tinned biscuit—Bidder 9, *\$1,767; 201, \$1,695.

Class 53. Mare Island—500 galls. spar varnish—Bidder 21, \$1,250; 48, \$870; 83, \$1,125; 108, *\$925; 123, \$610; 154, \$940; 257, \$1,290; 258, \$900.

SCHEDULE 431.—Bureau of Yards and Docks.

Class 61. New York—3,168 lbs. cast-iron water pipe, 24 cast-iron tees, 30 cast-iron sleeves, 78 cast-iron bends, and 12 cast-iron offsets—Bidder 129, \$531.41; 149, *\$523.90.

†Class 62. Portsmouth—1 special 12-in. bend—Bidder 129, \$752; 145, \$499; 149, \$865.40.

SCHEDULE 432.—Bureau of Equipment.

Class 71. New York—1,000 yds. khaki canvas—Bidder 150, \$252.50; 155, \$400; 230, *\$395.

Class 72. New York—5 oriental rugs—Bidder 150, \$198.85; 153, *\$191.75; 205, \$235; 218, \$195.85; 249, \$194.

Class 73. New York—9,900 yds. bunting—Bidder 230, *\$2,494.

†Class 74. New York—1 5-kilowatt 125-volt generating set—No bids.

Class 75. New York—36 lbs. comprest mica—Bidder 6, \$69.30; 144, *\$69.30.

Class 76. New York—100 lbs. magnet wire and 1,000 fuses—Bidder 26, \$30; 91, \$44; 94, \$40.55; 162, \$53; 251, \$41.

Class 77. New York—2,500 cap screws—Bidder 92, \$27.40; 97, \$31.25; 146, \$25.55; 147, *\$22.25; 148, \$42.40; 173, \$32.80; 199, \$24.10; 216, \$22.60.

Class 78. New York—18 electric soldering irons—Bidder 26, \$100.20; 58, \$90; 147, *\$90; 162, \$90; 251, \$90.

Class 79. New York—4,400 lbs. collision mat chains and 28 doz. wrought-iron shackles—Bidder 146, \$691.50; 173, *\$343.60; 199, \$389; 224, \$397.60; 233, \$577.22 and \$344.90.

Class 80. Norfolk—45 gross grommet rings, 40 gross brass eyelets, 40 galvanized-iron thimbles, and 18 gross brass spur grommets—Bidder 90, \$102.35; 97, \$111.70; 146, *\$100.60; 147, \$102.10; 148, \$106.64; 173, \$113.85; 182, \$111.98; 199, \$106.25; 224, \$117.06.

Class 81. New York—Muslin buffs, brushes, etc.—Bidder 146, \$83.90; 147, *\$78.57; 225, \$86.79.

Class 82. New York—30 galls. armalac—Bidder 225, \$74.40; 251, *\$60.

Class 83. New York—A quantity of pumice stone, chemical cleansing compound, rock potash, boracic acid, saltpeter, sulphide of barium, sulfuric acid, nitric acid, powdered rosin, etc.—Bidder 20, \$241.65; 30, \$109.89; 102, \$204; 147, \$187.05; 225, *\$143.10.

Class 84. New York—5 navigational sounding machines and 25 depth recorders—Bidder 28, \$800; 29, *\$1,037.50; 139, \$1,100.

SCHEDULE 433.—Bureau of Ordnance.

Class 91. Newport—3,915 ft. single conductor cable—Bidder 94, \$78.30; 170, \$156.60; 251, *\$85.15.

Class 92. Newport—Electrical supplies—Bidder 26, \$281.74; 91, \$452.63; 162, \$483.56; 186, \$436.15; 251, *\$452.35.

Class 93. Indian Head—A quantity of window glass—Bidder 102, \$90.40; 181, \$104.12; 196, *\$82.88.

Class 94. League Island—A quantity of files—Bidder 47, *\$872.58; 94, \$1,394.13; 147, \$938.70; 194, \$878.05.

Class 95. Indian Head—230-ton hydraulic lifting jacks—Bidder 130, \$178.50; 146, \$219.40; 147, \$194; 148, *\$105.72; 193, \$213.50; 199, \$191.24; 216, \$168; 221, \$300; 242, \$115.50.

Class 96. Indian Head—Miscellaneous hardware—Bidder 146, \$259.31; 147, *\$225.86; 194, \$237.04.

Class 97. Indian Head—4,500 ft. white pine and 9,000 ft. Virginia pine—Bidder 74, \$526.80; 89, \$575.75; 208, *\$448.

Class 98. Indian Head—552 lbs. cold rolled sheet copper—Bidder 38, \$122.82; 60, \$122.82; 99, *\$122.82; 109, \$125.58; 234, \$122.82.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 99. Indian Head—94 lbs. aluminum—Bidder 20, \$56.28; 34, \$40.74; 146, \$41.49.

Class 100. Washington—A quantity of hard-drawn brass, spring brass, bismuth, soft steel, zinc, etc.—Bidder 20, \$113.48; 34, \$89.32.

Class 101. Newport—1,172 lbs. annealed tool steel—Bidder 13, \$703.20; 17, \$152.12; 20, \$210.84; 31, \$140.64; 39, \$365.21; 60, \$210.48 and \$105.48; 130, \$169.94; 147, \$175.80; 161, \$164.01; 173, \$106.65; 206, \$159.08.

Class 102. Indian Head—300 lbs. tinner's half-and-half solder—Bidder 14, \$73.50; 34, \$66; 136, \$69; 142, \$72.

Class 103. Indian Head—500 lbs. zinc metal—Bidder 34, \$40; 142, \$45.

Class 104. Indian Head—300 lbs. white metal—Bidder 146, \$123; 173, \$123; 197, \$114.

Class 105. Indian Head—1,000 lbs. round bar iron and 4,590 lbs. wrought bar iron—Bidder 20, \$149.80; 34, \$120.68; 129, \$162.70; 130, \$103.91; 147, \$122.98; 148, \$175.58; 173, \$108.76; 235, \$114.43.

Class 106. Indian Head—2 roof trusses with connecting steel parts—Bidder 24, \$687; 166, \$900; 233, \$885.

Class 107. Indian Head—600 ft. acid-proof rubber belting—Bidder 90, \$152.10.

Class 108. Indian Head—300 lbs. Rainbow packing—Bidder 17, \$133.80; 33, \$151; 85, \$125; 92, \$145; 118, \$130; 129, \$120; 178, \$170; 193, \$164; 242, \$153; 243, \$125.

Class 109. Newport—1,463 flat annular pure rubber washers and 450 pure rubber bails—Bidder 92, \$711.60; 129, \$1,576.50; 146, \$194.76; 149, \$2,148.

Class 110. Indian Head—1,000 lbs. grease—Bidder 17, \$89.80; 30, \$99.70; 81, \$97.50; 102, \$109.80; 146, \$112; 147, \$107; 148, \$107.50; 149, \$280.05; 162, \$110; 193, \$110; 194, \$106.90; 196, \$105; 224, \$120; 225, \$107; 242, \$110.

Class 111. Indian Head—500 ft. wrought-iron steam pipe, 48 brass pet cocks, 26 brass gage cocks, 50 ft. cold-drawn copper tubing, 6 rubber air-pump bulbs, and 12 vulcanized heavy iron cocks—Bidder 129, \$255; 146, \$214.78; 147, \$180.83.

Class 112. Newport—A quantity of tees, flanges, bushings, valves, elbows, wrought-iron pipe, galvanized-iron pipe, unions, etc.—Bidder 20, \$145.67; 129, \$139.79; 177, \$230.66.

Class 113. Indian Head—4 balanced steam traps—Bidder 107, \$58; 127, \$72; 129, \$170; 148, \$84.70; 242, \$98.

SCHEDULE 434.—Bureau of Construction and Repair.

Class 121. New York—A quantity of brushes—Bidder 171, \$121.70.

†Class 122. New York—40 cu. yds. molding sand—Bidder 146, \$588.

Class 123. New York—10 gross raw silk wipers—Bidder 11, \$85; 146, \$89.40.

Class 124. Boston—14 circuit breakers—Bidder 26, \$172.75; 45, \$378.75; 94, \$325.50; 203, \$264; 251, \$348.50.

Class 125. Norfolk—A quantity of chairs and stools—Bidder 90, \$1,348.25; 150, \$1,548.05; 153, \$1,381.15; 218, \$1,381.15; 247, \$1,351.15.

Class 126. New York—A quantity of chairs, camp stools, and 30 adjustable screws and spring bases—Bidder 90, \$2,383.75; 150, \$2,517.42; 153, \$2,445.70; 218, \$2,445.70; 249, \$2,445.70.

Class 127. New York—68 mirrors—Bidder 64, \$106.59; 102, \$135.70; 133, \$129.25; 150, \$166.80; 249, \$138.52.

Class 128. New York—A quantity of airport lenses—Bidder 64, \$276.57; 104, \$435.95; 147, \$333.25.

Class 129. New York—12 sheets metal tracks and 100 lbs. rivets—Bidder 146, \$336.10; 199, \$36.50; 233, \$44.88.

Class 130. New York—20 doz. car window catches—Bidder 90, \$52.80; 146, \$56.16.

Class 131. New York—400 cupboard buttons—Bidder 90, \$49.00; 146, \$84.

Class 132. Boston—8 key model monkey

*Accepted.

wrenches—Bidder 82, \$21.36; 147, \$84.60; 250, \$72.20.

Class 133. Boston—1 buffing lathe for two wheels—Bidder 146, \$329.

Class 134. Boston—2 portable furnaces and caldrons—Bidder 148, \$120.

Class 135. New York—12 hand saws and 8 circular saws—Bidder 47, \$48.66; 90, \$47.80; 97, \$52.90; 130, \$48; 133, \$45.98; 146, \$52.80; 147, \$50.64; 148, \$50.08; 172, \$46.36; 173, \$49.64; 250, \$54.10.

Class 136. New York—8 wheelbarrows and 4 barrows—Bidder 73, \$96; 90, \$68.00; 97, \$78; 119, \$99.04; 146, \$72.56; 147, \$67.20; 148, \$68.20; 167, \$76.80; 171, \$164; 173, \$76; 242, \$75; 250, \$72.40.

Class 137. New York—A quantity of crucibles—Bidder 71, \$1,847.50; 131, \$1,847.50; 171, \$1,740.50; 176, \$1,588.50; 194, \$1,699.30; 224, \$1,847.50.

Class 138. New York—9 doz. cabinet locks—Bidder 90, \$176.40.

Class 139. New York—A quantity of gages, bevels, trammel points, bench levels, thread calipers, combination square sets, standard steel rules, spring dividers, try squares, cast-iron surface plates, etc.—Bidder 82, \$212.86; 147, \$218.78; 148, \$230.14; 194, \$224.15; 199, \$238.75; 250, \$235.78.

Class 140. New York—A quantity of riddles or sieves—Bidder 73, \$179.30; 131, \$93.80; 146, \$124.15; 171, \$147.90; 199, \$179.40; 250, \$126.60.

Class 141. New York—100,000 ft. white-oak plank stock—Bidder 72, \$4,750; 74, \$5,900; 92, \$14,000; 121, \$6,490; 211, \$4,490; 222, \$4,375.

Class 142. Norfolk—5,000 ft. North Carolina pine—Bidder 74, \$375; 165, \$325.

Class 143. Boston—500 lbs. extruded turning brass—Bidder 57, \$114.

Class 144. New York—30,000 lbs. ingot copper—Bidder 14, \$5,847; 34, \$5,592; 76, \$5,700; 79, \$5,625; 92, \$6,225; 136, \$5,538; 8, \$5,685; 236, \$5,550.

Class 145. New York—3,000 lbs. manganese bronze—Bidder 2, \$600; 37, \$593.10; 92, \$644.70.

Class 146. New York—40,950 lbs. steel angles—Bidder 217, \$1,552.

Class 147. New York—10,000 lbs. pig tin—Bidder 14, \$3,924; 34, \$3,784; 76, \$4,000; 79, \$3,950; 136, \$3,875; 8, \$3,875.

Class 148. New York—14,000 lbs. slab zinc—Bidder 14, \$936.60; 34, \$922.60; 52, \$945; 76, \$980; 79, \$945.

Class 149. New York—100 ft. rubber water hose—Bidder 23, \$75; 164, \$71.

Class 150. New York—700 lbs. soapstone, 500 lbs. sulfate of zinc, 100 lbs. sulfate of aluminum, 1,200 lbs. caustic potash, and 10 bbls. sour flour—Bidder 30, \$71.45, part; 102, \$126.10; 220, \$112, part; 225, \$123.25.

Class 151. Norfolk—A quantity of articulated sectional adjustable elbows—Bidder 157, \$574.50.

Class 152. New York—7 bbls. pulverized plumbago and 10 bbls. sea coal—Bidder 71, \$105; 73, \$135; 102, \$142; 131, \$71.25; 146, \$77.40; 167, \$65.16; 171, \$58.50; 176, \$80.50.

Class 153. Fore River—7,500 yds. blue process paper—Bidder 70, \$385.80; 101, \$255; 128, \$371.10; 188, \$457.50; 232, \$352.50.

SCHEDULE 435.—Bureau of Steam Engineering.

Class 161. League Island—2 sets of linings for No. 2 class A Schwartz metal melting and refining furnace—Bidder 20, \$160.

Class 162. Portsmouth—7 boxes glass—Bidder 102, \$37.50; 104, \$34.34.

Class 163. League Island—A quantity of twist drills—Bidder 82, \$283.86; 92, \$309.65; 97, \$298.20; 133, \$298.32; 147, \$259.94; 182, \$273.90; 194, \$298.32.

Class 164. League Island—A quantity of white-metal pattern letters and figures—Bidder 97, \$15.38; 130, \$36.12; 146, \$36.75; 147, \$29.25; 148, \$22.05; 171, \$72.66; 173, \$28.50; 176, \$108.50; 182, \$35.31; 224, \$107.20; 250, \$30.

†Class 165. League Island—Feed pump—Withdrawn.

Class 166. Norfolk—1 boiler test pump—Bidder 146, \$123; 147, \$118; 148, \$65.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 167. League Island—Miscellaneous hardware—Bidder 147, *\$35.00; 199, \$64.70.

Class 168. Norfolk—A quantity of miscellaneous hardware—Bidder 82, \$122.12; 146, *\$102.80; 147, \$106.56; 199, \$132.74.

Class 169. New York—A quantity of leather fillets—Bidder 82, \$128.16; 90, *\$117.45; 97, \$122.63; 130, \$139.87; 146, \$123.75; 147, \$127.50; 148, \$152.40; 171, \$128.63; 173, \$137.82; 176, \$128.61; 224, \$137.81.

Class 170. League Island—A quantity of white pine panel lumber and oak—Bidder 72, \$198.04; 74, \$273; 89, \$417.10; 96, *\$190.40; 210, \$217.16; 256, \$218.40.

Class 171. League Island—12,000 ft. yellow pine flooring and 2,400 ft. yellow pine—Bidder 72, \$440; 74, *\$372; 89, \$455.88; 96, \$451.20; 210, \$472.80; 256, \$468.

Class 172. New York—690 lbs. hard-rolled sheet copper—Bidder 5, \$155.25; 60, \$155.25; 99, *\$155.25; 109, \$163.87; 122, \$155.25; 142, \$155.25; 234, \$155.25.

Class 173. League Island—1,680 lbs. hard-rolled sheet copper and 360 lbs. soft copper—Bidder 5, \$450.84; 60, \$450.84; 99, \$450.84; 122, \$450.84; 142, \$450.84; 234, *\$450.84.

Class 174. League Island—1,560 lbs. angle iron—Bidder 20, \$48.71; 34, *\$44.82; 224, \$46.80; 235, \$46.80.

Class 175. Portsmouth—1,950 lbs. galvanized steel—Bidder 34, \$64.35; 76, \$78; 97, \$67.27; 130, *\$64.35; 142, \$66.30; 146, \$72.15.

Class 176. New York—21,000 lbs. asbestos mill-board—Bidder 3, \$1,050; 88, *\$1,050; 97, \$1,470; 118, \$1,050; 125, \$1,050; 132, \$1,050; 146, \$1,100.40; 169, \$1,050.

Class 177. New York—184 sq. yds. asbestos metallic cloth sheet packing—Bidder 3, \$942.75; 118, \$1,124.20; 125, \$1,062.75; 169, *\$942.75.

Class 178. New York—100 lbs. spiral high-pressure packing—Bidder 88, \$132.30; 92, \$104; 164, \$100; 169, *\$60; 178, \$135; 243, \$60.

Class 179. Norfolk—200 gaskets—Bidder 65, *\$67.80; 118, \$75; 169, \$90; 183, \$120; 243, \$140.

Class 180. Norfolk—35 lbs. sheet gum—Bidder 164, \$31.50; 183, *\$30.80; 143, \$31.50.

Class 181. Newport—2,000 galls. lubricating oil—Bidder 35, \$700; 81, \$980.80; 137, \$500; 168, \$900; 175, \$900; 177, *\$498; 187, \$580; 262, 600.

Class 182. New York—260 lbs. seamless drawn copper tubing—Bidder 12, \$62.40; 32, \$63.05; 122, \$61.75; 147, \$40.12; 195, *\$61.75.

Class 183. Norfolk—216 glass tubes and 350 grommets—Bidder 148, *\$30.64.

SCHEDULE 436.—Secretary's office.

Class 191. Annapolis—A quantity of bolts, nuts, flat iron, etc.—Bidder 20, \$31.50; 147, \$38; 173, *\$27; 199, \$31.60.

Class 192. Annapolis—6,000 lbs. pig lead—Bidder 34, *\$347.40; 79, \$375; 99, \$372; 136, \$348; 142, \$354; 173, \$372.

Class 193. Annapolis—50 lbs. Rainbow packing and 100 lbs. hemp packing—Bidder 17, \$36; 118, \$35; 129, *\$27.10.

Class 194. Annapolis—A quantity of cast-iron pipe, galvanized pipe, cast-iron bends, elbows, couplings, tees, Y's, plugs, flanges, etc.—Bidder 63, *\$3,223.73; 129, \$3,575.00.

Class 195. Annapolis—A quantity of gate valves valve stems, socket wrenches, etc.—Bidder 53, \$670.50; 63, \$998.20; 78, *\$531.80; 107, \$666.55; 129, \$568.60; 148, \$1,067; 191, \$662.24.

†Class 196. Annapolis—A quantity of cast-iron valve boxes and covers—Bidder 63, \$84.50.

SCHEDULE 437.—Bureau of Supplies and Accounts.

Class 201. Norfolk—A quantity of brushes—Bidder 10, *\$418.20; 192, \$420.60.

Class 202. Norfolk—150 bbis. fire clay—Bidder 93, *\$222.75; 171, \$900; 239, \$223.50.

Class 203. Norfolk—2,000 lbs. curled hair—Bidder 1, \$750; 7, \$726.20; 92, \$840; 143, *\$668.10; 150, \$780; 182, \$760; 238, \$755.40; 249, \$740; 254, \$759.

Class 204. Norfolk—1,000 yds. muslin and 1,200 yds. sheeting—Bidder 37, \$117; 42, *\$248; 150, \$200.

*Accepted.

Class 205. Norfolk—500 yds. burlap—Bidder 38, *\$54.75; 42, \$65; 150, \$70.

Class 206. Norfolk—100 packages sail needles—Bidder 42, \$19; 148, *\$16.50; 150, \$23; 182, \$18; 199, \$57.80; 224, \$18.75.

Class 207. New York—12,000 mattresses—Bidder 80, \$39,600; 114, \$34,200; 150, \$42,120; 190, \$36,840; 218, \$43,800; 249, *\$33,720.

Class 208. New York—25,000 table knives—Bidder 146, \$2,047.25; 238, \$1,972.50; 249, *\$1,875.

Class 209. New York—25,000 forks—Bidder 146, \$2,570; 249, *\$2,325.

Class 210. New York—25,000 spoons—Bidder 146, \$2,570; 249, *\$2,325.

Class 211. Norfolk—17,900 lbs. bolts and nuts, 3,800 lbs. steel nuts, and 2,700 lbs. plate washers—Bidder 130, \$1,647.45; 148, \$1,646.05; 173, \$1,568.92; 216, *\$1,616.80; 217, \$1,839.03.

†Class 211½. Norfolk—17,900 lbs. bolts and nuts, 3,800 iron nuts, and 2,700 lbs. plate washers—Bidder 148, \$1,646.05; 130, \$1,647.45; 173, \$1,568.92; 216, \$1,616.80.

Class 212. Norfolk—A quantity of files—Bidder 47, \$985.43; 92, \$1,185.30; 147, \$1,014.36; 148, *\$955.63; 182, \$1,078.16; 194, \$982.72; 246, \$1,023.02.

Class 213. Norfolk—75 doz. spouts—Bidder 90, *\$117.75; 148, \$123; 182, \$131.25; 199, \$120; 224, \$135.

Class 214. Norfolk—24 painters' torches—Bidder 147, *\$58.56; 182, \$66; 199, \$70.80; 224, \$72.

Class 215. Norfolk—3,300 lbs. copper nails—Bidder 34, *\$726; 99, \$735.90; 224, \$825; 234, \$750.75.

Class 216. Norfolk—100 doz. padlocks—Bidder 17, \$548.50; 90, \$548; 146, \$574; 147, \$548.75; 199, \$569; 250, *\$543.

Class 217. Norfolk—A quantity of wood screws—Bidder 82, \$264; 92, \$356; 146, \$273.57; 183, \$263; 216, \$263.62; 224, *\$260.69; 249, \$332.

Class 218. Norfolk—6 blacksmiths' stable forges—Bidder 27, *\$216; 90, \$220.50; 147, \$220.50; 224, \$288.

Class 219. Norfolk—80 rms. emery cloth—Bidder 82, \$749; 90, \$674; 92, \$1,025; 97, \$680; 117, *\$617.74; 148, \$674; 182, \$780; 200, \$720.55; 225, \$766.50; 238, \$744.75; 246, \$853.50.

Class 220. Norfolk—500 lbs. pump leather—Bidder 84, *\$192.50; 228, \$245.

Class 221. Norfolk—500 lbs. hydraulic leather—Bidder 84, *\$197.50; 228, \$245; 246, \$237.50.

Class 222. Norfolk—1,000 sq. ft. lacing leather—Bidder 84, \$230; 92, \$220; 228, \$230; 246, *\$219.

Class 223. Norfolk—A quantity of sheet brass—Bidder 5, \$629.52; 12, \$629.52; 34, \$629.52; 99, \$629.52; 195, *\$570.46; 221, \$657.55; 234, \$629.52.

Class 224. Norfolk—9,300 lbs. naval bronze rod—Bidder 5, \$2,006; 221, *\$1,913.

Class 225. Norfolk—40,000 lbs. rectangular plates rolled sheet zinc—Bidder 14, *\$2,936; 34, \$3,036; 52, \$2,960; 79, \$3,140; 99, \$2,956; 130, \$2,980; 173, \$3,300; 193, \$2,968.

Class 226. Norfolk—1,000 lbs. asbestos mill-board—Bidder 3, \$66.67; 65, \$66.67; 92, \$74.50; 97, \$70; 118, \$66.67; 146, *\$54; 169, \$66.66; 183, \$66.66.

Class 226½. Norfolk—3,000 ft. asbestos fire felt—Bidder 17, \$66.40; 118, *\$270; 183, \$337.50.

Class 227. Norfolk—A quantity of flax packing—Bidder 90, \$246.30; 92, \$449.50; 148, \$260.40; 178, \$248; 182, *\$243.35; 183, \$254.25; 193, \$255.75; 243, \$465; 246, \$294.50.

Class 228. Norfolk—A quantity of Tuck's packing—Bidder 23, *\$495; 85, \$495; 92, \$432; 178, \$540; 243, \$702; 246, \$718.50.

Class 229. Norfolk—1,000 ft. wash deck hose—Bidder 23, \$535; 85, \$540; 183, \$535; 213, \$620; 244, *\$519.

Class 230. Norfolk—1,000 ft. steam hose—Bidder 23, *\$550; 85, \$590; 183, \$590; 243, \$600; 244, \$560; 246, \$710.

Class 231. Norfolk—200 lbs. asbestos wick packing—Bidder 3, \$44; 65, \$44; 118, \$44; 129, \$42; 169, \$44; 183, \$44; 246, *\$35.

Class 232. Norfolk—500 galls. damar varnish—Bidder 22, \$915; 41, \$725; 98, *\$675; 140, \$795; 154, \$685; 181, \$705; 219, \$880; 262, \$900.

Class 233. Norfolk—10,000 lbs. Venetian red and 50 qts. bronze liquid—Bidder 30, informal; 48,

† No award.

Schedule of proposals for naval supplies—Continued.

\$342; 75, informal; 98 \$406.50; 102, \$485; 140, \$434; 219, *\$307.50; 225, \$341.

Class 234. Norfolk—100,000 lbs. white lead—Bidder 41, \$6,650; 81, \$6,610; 98, \$6,830; 140, \$6,830; 181, \$6,860; 202, \$6,800; 225, \$6,970; 252, *\$6,470; 255, \$7,250.

Class 235. Norfolk—50,000 lbs. red lead—Bidder 81, \$3,605; 98, \$3,430; 140, \$3,450; 181, \$3,430; 198, \$3,450; 202, \$3,300; 225, \$3,485; 252, *\$3,430.

Class 236. Norfolk—50,000 lbs. white zinc—Bidder 140, \$3,700; 154, *\$3,520; 181, \$5,375.

Class 237. Norfolk—500 gals. aluminum paint—Bidder 30, \$1,175; 41, \$1,475; 48, *\$1,042.50; 69, \$1,050; 140, \$1,420; 219, \$1,045; 262, \$1,320.

Class 238. Norfolk—2,400 lbs. muriatic acid—Bidder 20, \$65.76; 34, *\$34.80; 102, \$76.80; 220, \$84; 225, \$82.80.

Class 239. Norfolk—1,000 gals. glycerin—Bidder 30, \$1,320; 81, \$1,326; 87, *\$1,278; 102, \$1,347; 146, \$1,390; 156, \$1,290; 182, \$1,470; 225, \$1,299.80; 238, \$1,332.50.

Class 240. Norfolk—700 lbs. iron or steel cement compound—Bidder 17, \$145.18; 20, \$175; 129, \$140; 130, \$120.75; 131, \$140; 146, \$156.80; 148, *\$56; 176, \$84; 191, \$147; 262, \$140.

Class 241. Norfolk—3,000 lbs. lubricating grease—Bidder 17, \$269.40; 30, \$336.90; 71, \$273.75; 81, \$292.50; 102, \$329.40; 146, \$327; 225, \$321; 237, \$28; 260, *\$262.50; 262, \$291.

†Class 242. Norfolk—3,000 lbs. graphite—Bidder 71, \$370; 97, \$420; 102, \$389.40; 107, \$450; 146, \$402; 171, \$435; 179, \$382.50; 325, \$416.25; 240, \$285; 260, \$267; 262, \$382.20.

Class 243. Norfolk—5,000 lbs. polishing paste—Bidder 33, *\$290; 46, \$1,000; 60, \$350; 81, \$425; 102, \$337; 146, \$492; 225, \$324; 238, \$722.50; 262, \$299.50.

Class 244. Norfolk—7,000 lbs. concentrated lye—Bidder 30, \$305.20; 102, \$300.30; 225, *\$278.25; 238, \$322.

Class 245. Norfolk—20,000 lbs. granular sodium carbonate—Bidder 77, *\$430; 102, \$524; 220, \$1,300; 225, \$468.

Class 246. Norfolk—6,000 lbs. petrolatum—Bidder 30, \$388.80; 36, \$410; 81, *\$264; 102, \$417; 137, \$330; 225, \$299.20.

Class 247. Norfolk—1,000 gals. North Carolina pine tar—Bidder 20, \$350; 81, \$226.50; 90, \$223; 93, \$290; 102, *\$184.90; 225, \$237.50; 242, \$215; 246, \$209; 261, \$224.

Class 248. Norfolk—74 doz. bushings and 18 doz. couplings—Bidder 97, \$193.58; 107, \$165.37; 120, \$154.93; 146, *\$131.60; 147, \$148.28; 148, \$145.85; 191, \$171.24; 224, \$196.22.

Class 249. Norfolk—12 doz. gate valves—Bidder 90, \$163.98; 107, \$173.40; 120, \$424.80; 126, \$174.60; 129, \$232.50; 141, \$195.84; 146, \$160.50; 147, \$156; 148, *\$155.04; 181, \$172.08; 224, \$165.48.

Class 250. Norfolk—12 doz. angle valves and 59 dozen globe valves—Bidder 90, \$754.64; 107, \$712.36; 120, \$1,724.40; 129, \$722.40; 141, \$849.12; 147, \$724.80; 148, \$725.60; 184, \$1,124.04; 224, *\$698.92; 246, \$824.94.

Class 251. New York—57,000 lbs. pickles—Bidder 116, \$3,636.25; 135, *\$2,579.25; 146, \$2,595.78; 229, \$3,135; 231, \$2,693.25.

Class 252. New York—100,000 lbs. rice—Bidder 105, \$5,960; 134, \$6,250; 135, \$6,090; 160, \$6,110; 231, *\$5,860.

Class 253. New York—50,000 lbs. tinned ham—Bidder 62, \$7,460; 189, *\$8,165.

SCHEDULE 438.—Bureau of Equipment.

Class 261. New York—A quantity of ships' library books—Bidder 4, \$6,509.50; 15, \$6,345; 110, informal, part of class; 159, \$6,546.50; 180, *\$6,200.05; 249, \$6,849.25.

Class 262. New York—A quantity of crews' library books—Bidder 4, \$3,765.50; 15, \$3,845.25; 110, informal, part of class; 159, \$3,860.35; 180, *\$3,686; 215, \$3,953.10; 249, \$4,025.85.

SCHEDULE 439.—Bureau of Medicine and Surgery.

Class 271. Washington—Officers' mess gear—Bidder 66, *\$150.79; 223, \$147.19.

*Accepted.

Class 272. Washington—Officers' tableware—Bidder 66, *\$143.55; 150, \$121.86.

Class 273. Washington—A quantity of miscellaneous chairs, settees, stools, etc.—Bidder 50, informal; 138, \$668.64; 150, \$853.19; 153, \$777.98; 245, \$811.11; 138, *\$427.54; 153, *\$284.03.

Class 274. Washington—A quantity of tables—Bidder 138, \$486.10; 150, \$458.50; 153, *\$476.90; 245, \$254.91, part.

Class 275. Washington—Wardrobes, umbrella rack, couches, bedsteads, mattresses, etc.—Bidder 50, informal; 138, \$324.70; 150, \$565.88; 153, *\$340; 245, \$47.16, part.

Class 276. Washington—Operating room furniture—Bidder 103, \$4,164.80; 124, *\$4,081.80.

Class 277. Washington—47 rugs—Bidder 50, \$412.60; 138, \$479.35; 146, \$431.50; 150, *\$373.92; 153, \$463.70.

Class 278. Washington—A quantity of table linen—Bidder 42, *\$173.30.

Class 279. Washington—150 wire screen windows and 21 wire screen doors—Bidder 16, *\$751.20; 18, \$817.66; 106, \$745.56; 138, \$535; 153, \$908.50; 245, \$633.66 and \$612.54.

Class 280. Washington—1 kitchen equipment as specified—Bidder 19, \$1,900; 61, *\$1,592; 253, \$1,450.

Class 281. Washington—Miscellaneous mess gear—Bidder 66, *\$136.15.

Class 282. Washington—Garbage cans, ash cans, brushes, oilcloth, mops, floor wax, cuspidors, water coolers, hatchets, ladders, furniture polish, hammers, garden hose, etc.—Bidder 66, *\$355.90.

Class 283. Washington—4 refrigerators—Bidder 61, \$695; 152, *\$599; 153, \$726.

OPENED APRIL 17, 1906.

Bidder 1. The Aetna Packing and Supply Co., 52 Dey street, New York.

2. Anchor Lamp Co., 258 Broadway, New York.

3. Armstrong Cork Co., 23d street and Railroad avenue, Pittsburg, Pa.

4. American Tube Works, 95 Broad street, Boston, Mass.

5. Ansonia Brass and Copper Co., 99 John street, New York.

6. American Wood Working Machinery Co., 136 Liberty street, New York.

7. Boston Belting Co., 256 Devonshire street, Boston, Mass.

8. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

9. Bridgeport Brass Co., 253 Broadway, New York.

10. Bentel Margedant Co., 116 N. Fourth avenue, Hamilton, Ohio.

11. Brown-Wales Co., 69 Purchase street, Boston, Mass.

12. Brown & Sharpe Manufacturing Co., Providence, R. I.

13. Brill Bros., 279 Broadway, New York.

14. Bramhall, Dean & Co., 264 Water street, New York.

15. Berry & Aikens, Bainbridge street, wharf, Philadelphia, Pa.

16. Bellaire Bottle Co., Bellaire, Ohio.

17. Babcock & Wilcox Co., 1110 North American Building, Philadelphia, Pa.

18. N. A. Benner & Co., 77 Water street, New York.

19. F. S. Banks & Co., 73 Warren street, New York.

20. Bethlehem Steel Co., South Bethlehem, Pa.

21. Baldwin Steel Co., 107 John street, New York.

22. Baird Machinery Co., 125 Water street, Pittsburg, Pa.

23. Carter & Clark, Washington, D. C.

24. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

25. Cutler Electric and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.

26. W. E. Clark & Co., 120 Milk street, Boston, Mass.

27. Crocker-Wheeler Co., Ampere, N. J.

† No award.

Schedule of proposals for naval supplies—Continued.

28. Chas. E. Cobb, 71 Gould street, New York.
29. Crucible Steel Co., of America, box 75, Pittsburgh, Pa.
30. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.
31. S. B. Condit, jr. & Co., Batterymarch street, Boston, Mass.
32. Columbia Incandescent Lamp Co., 2115 Locust street, St. Louis, Mo.
33. E. Bradley Currier Co., 119 West 23d street, New York.
34. Carpenter Steel Co., 100 Broadway, New York.
35. Wm. Wirt Clark & Son, 536 Monument street Baltimore, Md.
36. Jas. Clendenin, Thames and Caroline streets, Baltimore, Md.
37. R. B. Correy, 26 Cortlandt street, New York.
38. Drew Machinery Agency, Manchester, N. H.
39. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.
40. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
41. Chas. Este, 20th street and Glenwood avenue, Philadelphia, Pa.
42. Fitz, Dana & Co., 110 North street, Boston, Mass.
43. The Fairbanks Co., 416 Broome street, New York.
44. Franklin Electric Manufacturing Co., Hartford, Conn.
45. Froment & Co., 151 Bank street, New York.
46. Fox Machine Co., N. Front and 4th streets, Grand Rapids, Mich.
47. J. A. Fay & Egan Co., 120 Broadway, New York.
48. Geo. W. Field, 633 Market street, Philadelphia, Pa.
49. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
50. General Electric Co., Schenectady, N. Y.
51. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
52. Garlock Packing Co., 136 Liberty street, New York.
53. A. D. Granger Co., 95 Liberty street, New York.
54. Wm. D. Gill & Son, President street, Baltimore, Md.
55. Arthur Gamwell, Alaska Building, Seattle, Wash.
56. Wm. Gelger, 97 Warren street, New York.
57. R. W. Geldart, 2 Stone street, New York.
58. Harrington, King & Co., 79 Commercial street, Boston, Mass.
59. Abram L. Hirsch, 368 Greenwich street, New York.
60. Handler & Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
61. Heine Safety Boiler Co., 421 Olive street, St. Louis, Mo.
62. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
63. Jackson Mantel and Grate Works, 246 Front street, New York.
64. Louis H. Jones, P. O. box 666, Detroit, Mich.
65. E. B. James Lumber Co., 16 Central street, Boston, Mass.
66. Jenkins Manufacturing Co., 13 Park row, New York.
67. Geo. R. Johnson, American Building, Baltimore, Md.
68. David Kahnweiler Sons, 2 Dover street, New York.
69. Keuffel & Esser Co., 127 Fulton street, New York.
70. J. B. Kendall, Washington, D. C.
71. W. F. Kearns & Co., 161 Devonshire street, Boston, Mass.
72. E. F. Keating Co., 452 Water street, New York.
73. C. S. Knowles, 7 Arch street, Boston, Mass.
74. J. H. Leonard & Co., 15 Park row, New York.
75. F. H. Lovell & Co., Arlington, N. J.
76. Theo. Linington, jr., 56 Hudson street, New York.
77. L. Mundet & Sons, 367 Hamilton avenue, Brooklyn, N. Y.
78. Monongahela Iron and Steel Co., Pittsburgh, Pa.
79. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
80. R. H. Macy & Co., Broadway and 34th street, New York.
81. A. Moses Sons & Co., Inc., 73 Wooster street, New York.
82. Manning, Maxwell & Moore, 85 Liberty street, New York.
83. Manhattan Supply Co., 127 Franklin street, New York.
84. Montgomery & Co., 105 Fulton street, New York.
85. National Steel and Wire Co., Hoboken, Pa.; informal, no guaranty.
86. Northern Electrical Manufacturing Co., Madison, Wis.
87. National Electrical Supply Co., Washington, D. C.
88. National Carbon Co., Cleveland, Ohio.
89. Norton Emery Wheel Co., Worcester, Mass.
90. Neidliger Bros., 79 Murray street, New York.
91. North Penn Iron Co., 3d and Venango streets, Philadelphia, Pa.
92. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
93. Niles-Bement-Pond Co., 111 Broadway, New York.
94. New York Safety Steam Power Co., 114 Liberty street, New York.
95. Oliver Machinery Co., 16 Mill street, Grand Rapids, Mich.
96. Pratt & Whitney Co., Hartford, Conn.
97. Priest, Page & Co., 145 Franklin street, Boston, Mass.
98. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.
99. The Porter Co., 194 Water street, New York.
100. Prentiss Tool and Supply Co., 115 Liberty street, New York.
101. Queen & Co., 807 Arch street, Philadelphia, Pa.
102. John Rothchild & Co., 115 Sacramento street, San Francisco, Cal.
103. Randolph-Clowes Co., Waterbury, Conn.
104. Rome Brass and Copper Co., Rome, N. Y.
105. Ricketts Engineering Co., Washington, D. C.
106. Clement Restein, 137 2d street, Philadelphia, Pa.
107. Paul S. Reeves & Son, 1415 Catherine street, Philadelphia, Pa.
108. J. B. Roache, 350 Fulton street, New York.
109. C. J. Rainear & Co., 57 Arch street, Philadelphia, Pa.
110. Thos. R. Riley, Washington, D. C.
111. Rudolph & West Co., Washington, D. C.
112. Richards & Co., Inc., 200 Causeway street, Boston, Mass.
113. H. A. Rogers Co., 19 John street, New York.
114. Standard Scale and Supply Co., 243 Water street, Pittsburgh, Pa.
115. Pittsburgh Tool Steel Wire Co., Monaca, Pa.
116. T. J. Shaw & Co., 150 Commercial street, Boston, Mass.
117. Safety Amorite Conduit Co., Bailey-Farell Building, Pittsburgh, Pa.
118. Wm. H. Smith, 9 Park street, Boston, Mass.
119. Sharp & Sons, Washington, D. C.
120. Sanson & Rowland Co., 511 Commerce street, Philadelphia, Pa.
121. Sherman-Brown-Clements Co., 55 Dey street, New York.
122. Standard Underground Cable Co., Pittsburgh, Pa.
123. Shoemaker & Bush, 511 Arch street, Philadelphia, Pa.
124. Smith-Courtney Co., Richmond, Va.
125. Sprague Electric Co., 527 W. 34th street, New York.
126. George H. Sutton, 55 Leonard street, New York.
127. Fred A. Schmidt, Washington, D. C.

Schedule of proposals for naval supplies—Continued.

128. James W. Sederquist, 8 Oliver street, Boston, Mass.

129. Standard Electric Manufacturing Co., 1432 Bedford avenue, Brooklyn, N. Y.

130. Thomas & Lowe Manufacturing Co., 68 Exchange street, Providence, R. I.

131. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.

132. Walter B. Timms, 61 Hudson street, New York.

133. Edw. A. Temple, 100 William street, New York.

134. Sidney Thursby, 73 Hudson street, New York.

135. Universal Supply Co., 290 Broadway, New York.

136. Van Dyke-Churchill Co., 8 Dey street, New York.

137. Wadsworth-Howland Co., 84 Washington street, Boston, Mass.

138. Waterbury Brass Co., 26 Crane street, Waterbury, Conn.

139. Westinghouse Electric and Manufacturing Co., Pittsburg, Pa.

140. Whiting Glass Works, Main and High streets, Glassboro, N. J.

141. Waite, Ranlet & Co., 80 Broad street, Boston, Mass.

142. Woodward, Wight & Co., 420 Canal street, New Orleans, La.

143. Whitehall-Tatum Co., 46 Barclay street, New York.

144. Walker & Keppler Co., 531 Chestnut street, Philadelphia, Pa.

145. Western Electric Co., 463 West street, New York.

146. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.

147. William Oscar Sealey, box 832, Barnesville, Ohio.

148. Pettengill-Andrews Co., 160 Pearl street, Boston, Mass.

SCHEDULE 427.—Supplies and Accounts.

Class 1. New York—300,000 prs. black cotton socks—Bidder 13, \$25,000; 126, \$27,000; 131, \$28,710.

SCHEDULE 428.—Supplies and Accounts.

Class 2. New York—150,000 lbs. tinned pears—Bidder 76, \$13,905; 102, \$12,120; 132, \$12,600; 134, \$13,395.

SCHEDULE 429.—Equipment.

Class 11. Boston—4 horizontal water tube boilers—Bidder 17, \$11,692; 53, \$12,463; 61, \$9,000; 94, \$9,006.

†Class 12. Newport—1 10-horsepower direct-current motor—Bidder 50, \$287.25; 125, \$308; 139, \$252.50.

Class 13. Pensacola—1 planer—Bidder 43, \$1,157.75; 82, \$1,180, \$1,005, and \$1,015; 93, \$1,175; 105, \$950.

Class 14. Pensacola—1 planer and jointer—Bidder 22, \$475; 46, \$410; 47, \$489; 95, \$803.

Class 15. Pensacola—1 shaper—Bidder 22, \$300; 43, \$965.50; 82, \$788, \$903, \$760, \$853, and \$705; 93, \$895; 136, \$730.

†Class 16. Pensacola—1 speed lathe—No bids.

Class 17. Pensacola—1 18-inch lathe—Bidder 22, \$1,045; 43, \$895 and \$1,065; 82, \$1,040; 93, \$925; 136, \$3875.

†Class 18. Newport—1 14-inch engine lathe—Bidder 96, \$953; 100, \$620.80 and \$498.

†Class 19. Pensacola—1 single surfacer—Bidder 22, \$720; 46, \$495; 47, \$608; 95, \$765.

Class 20. Pensacola—1 swing cutting-off saw—Bidder 10, \$250; 22, \$350; 47, \$361; 95, \$445.

Class 21. Pensacola—1 Universal double-arbor saw bench—Bidder 6, \$3590; 10, \$375; 22, \$460; 47, \$484; 95, \$686.

Class 22. Pensacola—1 Universal wood trimmer—Bidder 22, \$166; 46, \$163.45; 82, \$177; 95, \$177.

*Accepted.

†Class 23. Pensacola—1 twist-drill grinder—No bids.

Class 24. Pensacola—1 wet-tool grinder—Bidder 22, \$87; 40, \$90 and \$110; 82, \$66; 83, \$115 and \$185.

Class 25. Pensacola—1 back-geared Universal milling machine—Bidder 8, \$993; 12, \$1,023; 43, \$1,015; 93, \$110.

Class 26. Newport—1 plain milling machine with attachments—Bidder 8, \$1,100 and \$800; 12, \$719.50 and \$910; 93, \$707.50 and \$1,008; 100, \$868 and \$923; 130, \$850.

Class 27. Newport—1 portable electric drill—Bidder 19, \$130 or \$72; 24, \$75; 57, \$72 and \$130; 82, \$72 and \$130; 100, \$130; 121, \$130; 145, \$72 and \$130.

Class 28. Newport—1 22-inch upright drilling machine—Bidder 22, \$149.70 and \$274; 93, \$155 and \$200; 100, \$157.50; 105, \$100 and \$205.

Class 29. Pensacola—1 single-spindle vertical-sensitive drilling machine—Bidder 22, \$40, \$44, \$43, and \$49; 96, \$897.

Class 30. Pensacola—1 grindstone and frame complete—Bidder 22, \$35.50; 93, \$84.

Class 31. Newport—1 grindstone with cast-iron trough and truing device and tool rest—Bidder 12, \$91.25; 83, \$91; 95, \$80.50.

SCHEDULE 430.—Navigation, and Construction and Repair.

Class 41. Annapolis—4 14-inch swing screw-cutting engine lathes—Bidder 43, \$2,380; 93, \$2,336.

Class 42. League Island—1 crane carriage—Bidder 91, \$1,264; 93, \$1,275.

Class 43. Norfolk—1 20-inch Eberhardt high-duty shaper with direct connected motor—Bidder 43, \$1,125; 93, \$940.

SCHEDULE 442.—Equipment, Construction and Repair, and Supplies and Accounts.

Class 51. Key West—1,850 lbs. copper tubes—Bidder 4, \$456.95; 9, \$471.75; 18, \$547.60; 64, \$456.95; 103, \$462.50; 142, \$498.20.

Class 52. Pensacola—A quantity of twist drills—Bidder 43, \$21.18; 55, \$21.30; 60, \$19.66; 74, \$19.66; 83, \$21.44; 111, \$19.66; 114, \$21.56; 142, \$39.46.

Class 53. Pensacola—30 lbs. steel wire brads, 600 ft. metallic belt lacing, 12 shovels, etc.—Bidder 43, \$12.45; 108, \$21.41; 142, \$11.33.

SCHEDULE 443.—Equipment.

Class 61. Portsmouth—18,500 ft. interior-communication cable, wire, etc.—Bidder 50, \$1,980.40; 73, \$1,952; 145, \$2,038.25.

Class 62. Portsmouth—4,050 ft. steel-enameled conduit and 168 ft. brass-enameled conduit—Bidder 31, \$264.64; 37, \$278.46; 73, \$257.01; 117, \$261.60; 144, \$256.76.

Class 63. Portsmouth—Couplings, unions, bushings, plugs, etc.—Bidder 31, \$36.71; 37, \$38.52; 66, \$42.40; 73, \$43.80; 117, \$34.77; 144, \$40.85.

†Class 64. Portsmouth—A quantity of interior fittings—Bidder 50, \$239.62; 75, \$181.50.

†Class 65. Portsmouth—2,625 lamps—Bidder 2, \$373.30, \$394.75; 32, \$446.75; 44, \$394.75; 50, \$446.75; 56, \$394.75; 73, \$394.75; 87, \$394.75; 120, \$406.75; 130, \$394.75; 144, \$394.75; 145, \$394.75; 148, \$394.75.

Class 66. Portsmouth—2 circuit breakers—Bidder 25, \$58; 73, \$68; 145, \$35.

Class 67. New York—1,000 desk-light shades—Bidder 56, \$350; 75, \$180; 80, \$190; 99, \$470; 145, \$175.

Class 68. New York—50 green shades for ship's running lights—Bidder 75, \$27.50; 82, \$31.75; 99, \$49.50.

Class 69. New York—3 3-kilowatt motor generators and 3 spare armatures for generators—Bidder 27, \$22.38; 86, \$23.67.

†Class 70. New York—3 reactance regulators—No bids.

†Class 71. Boston—500 switches, 100 switches and receptacles, 100 receptacles, 100 double recep-

† No award.

Schedule of proposals for naval supplies—Continued.

tacles, and 100 bulkhead fixtures—Bidder 50, \$1,851; 75, \$1,875; 145, \$2,070.

†Class 72. Boston—300 branch junction boxes, 200 switches and receptacles, and 100 junction boxes—Bidder 50, \$1,666; 75, \$1,402; 145, \$2,260.

Class 73. Boston—Bells, knobs, tubes, window cord, incandescent-lamp cord, shades, etc.—Bidder 56, \$115.35; 145, \$75.93.

Class 74. Portsmouth—Receptacles, brackets, plugs, globes, rubber washers, push buttons, Grimshaw tape, rubber bands, circuit breakers, carbons, carbon brushes, bells, buzzers, ammeter, slabs of slate, etc.—Bidder 75, \$375.90; 145, \$377.64; 75, \$302.90, part.

Class 75. New York—50 water coolers and filters combined—Bidder 14, \$750; 28, \$750; 83, \$797; 84, \$770.

Class 76. Portsmouth—Plumber's brass chain, curtain-pole rings, wood screws, machine screws, etc.—Bidder 108, \$118.65.

Class 77. New York—10 stencil-cutting outfits—Bidder 83, \$249.40; 84, \$210; 108, \$234.50.

Class 78. Boston—5,000 chain studs—Bidder 26, \$2,625; 128, \$2,905.

Class 79. Portsmouth—290 lbs. copper bars and 150 lbs. planished sheet copper—Bidder 62, \$108.96.

Class 80. Portsmouth—3,000 lbs. ingot copper—Bidder 36, \$569.70; 42, \$585; 55, \$645; 93, \$564; 112, \$585; 141, \$558.

Class 81. Boston—100 lbs. gasket stock and 5 lbs. conical gaskets—Bidder 55, \$116.50; 73, \$174.

Class 82. Portsmouth—100 lbs. sheet rubber—Bidder 51, \$120; 55, \$110.

Class 83. Portsmouth—10 gage glasses, 160 lbs. brass tubing, 6 oil cups, and 12 oil-cup glasses—Bidder 82, \$59.33; 84, \$58.04.

Class 84. Portsmouth—A quantity of window glass, plate glass, etc.—Bidder 35, \$36.51; 59, \$41.75; 73, \$32.90; 123, \$31.45; 146, \$31.94.

Class 85. New York—1,000 coaling baskets—Bidder 35, \$520; 57, \$537; 82, \$547; 120, \$600.

Class 86. New York—2,000 cork life jackets—Bidder 3, \$2,500; 68, \$2,800; 77, \$2,680.

SCHEDULE 444.—Ordnance.

†Class 91. League Island—Dust brushes, canvas, twine, muslin, thread, etc.—No bids.

†Class 92. League Island—50 lbs. white line—No bids.

Class 93. Indian Head—Primary coils, armature coils, copper brushes, carbon brushes, automatic circuit breakers, etc.—Bidder 139, \$237.

Class 94. Indian Head—75 lbs. double cotton-covered ribbon magnet wire and 1 commutator with back connections and short circuits—Bidder 50, \$132.15.

Class 95. Indian Head—2,600 lbs. copper wire, 400 yds. flexible lamp cord, 100 lbs. rubber and braid-covered wire, and 500 lbs. galvanized span wire—Bidder 30, \$613.78; 87, \$627.95; 145, \$593.23.

Class 96. Indian Head—Electrical supplies—Bidder 56, \$355.35; 87, \$337.20; 145, \$281.32.

Class 97. League Island—Duplex purchases—Bidder 19, \$836.93; 35, \$856.62; 48, \$885; 57, \$798.43; 70, \$852; 82, \$855.52; 83, \$833.93; 84, \$498.20; 108, \$835.50; 120, \$1,195.82; 124, \$895.

Class 98. League Island—12 hydraulic jacks—Bidder 35, \$786.80; 57, \$969.80; 70, \$922; 82, \$1,040.60; 84, \$770.40; 108, \$794.20; 113, \$971.36; 120, \$919.80; 121, \$1,006.80; 124, \$1,081.20.

Class 99. League Island—Hardware and tools—Bidder 43, \$409.95; 49, \$518.48; 82, \$506.88; 84, \$579.80; 108, \$914.18; 120, \$731.88.

Class 100. Washington—Norton corundum wheels—Bidder 82, \$95.22; 89, \$110.28.

Class 101. Washington—Standard arbor, steel set screws, hand reamers, hand taps, blades for cutting-off tool, single open-cut equaling files, etc.—Bidder 43, \$405.86; 82, \$290.14; 83, \$296.95; 84, \$259.86; 111, \$269.36.

Class 102. Indian Head—Split pulley, heavy ratchet brace, pair alligator jaws and chuck, rubber bulb pumps, copper washers, side cutting

pliers, twist drills, files, turn buckles, etc.—Bidder 82, \$26.97; 84, \$34.50; 111, \$45.45.

Class 103. League Island—Drawing instruments and material—Bidder 69, \$143.90; 101, \$126.62; 119, \$120.95; 127, \$152.30.

†Class 104. Indian Head—175 chestnut poles—Bidder 23, \$1,035; 40, \$2,070; 67, \$946.24; 87, \$1,470 and \$1,237.50; 145, \$1,162.75.

Class 105. Indian Head—4,440 ft. white pine—Bidder 40, \$235.20; 54, \$184.19; 110, \$233.30.

Class 106. League Island—100 lbs. sheet gum, 10 sq. ft. gutta-percha, 6½ lbs. sheet rubber, etc.—Bidder 15, \$148.70; 84, \$123.62; 106, \$129.22; 108, \$203.29.

Class 107. League Island—Chemicals—Bidder 123, \$363.90.

†Class 108. League Island—Miscellaneous stationery—No bids.

Class 109. League Island—168 sponges—Bidder 81, \$160.48; 84, \$201.60; 108, \$215.04; 123, \$369.60.

SCHEDULE 445.—Construction and Repair.

Class 111. Portsmouth—8,000 ft. braided rubber-covered conductor—Bidder 50, \$416.70; 73, \$419.75; 122, \$381.80; 145, \$418.75.

Class 112. Portsmouth—100 carbon brushes and 24 woven-wire dynamo brushes—Bidder 56, \$29.50; 73, \$55.40; 87, \$46; 88, \$14, part; 145, \$31.92; 148, \$44.20.

Class 113. Portsmouth—100 incandescent lamps—Bidder 2, \$20; 30, \$17; 32, \$20; 44, \$18; 56, \$18; 73, \$20; 87, \$18 and \$17; 129, \$18; 145, \$20; 148, \$18.

Class 114. Portsmouth—34 doz. hooks, 200 pairs hinges, and 6 cutters for hand jointer machine—Bidder 84, \$72.60; 108, \$77.50.

Class 115. Boston—1 suspended weighing machine or crane scale—Bidder 38, \$965; 97, \$900; 120, \$1,125.

Class 116. Portsmouth—1 doz. bench vises—Bidder 43, \$180; 57, \$150.36; 70, \$185.40; 82, \$188.16; 83, \$166.80; 84, \$165.60; 108, \$196.80; 120, \$198.

Class 117. Portsmouth—150 reamers—Bidder 57, \$119.52; 70, \$116.58; 82, \$119.82; 83, \$246.60; 84, \$118.80; 96, \$185.02; 113, \$120.32.

Class 118. Portsmouth—4 dock log books and 4 pumping-plant books—Bidder 135, \$100.80.

Class 119. Norfolk—83,000 ft. white oak—Bidder 40, \$4,600; 41, \$4,447.50; 55, \$9,816; 147, informal.

Class 120. Boston—15,000 ft. white-spruce plank—Bidder 40, \$596.25; 55, \$1,320; 65, \$598.95; 67, \$592.50.

Class 121. Norfolk—50,000 ft. Australian moa wood—Bidder 41, \$5,500.

Class 122. Portsmouth—16,000 lbs. corrugated sheet steel and 24,685 lbs. galvanized sheet steel—Bidder 11, \$1,299.73; 36, \$1,220.55; 42, \$864.21; 45, \$1,297.11; 70, \$1,237.83; 79, \$1,228.70; 98, \$1,278.19; 141, \$1,477.52.

Class 123. Portsmouth—30,000 lbs. ingot copper—Bidder 36, \$5,682; 42, \$5,700; 55, \$6,450; 92, \$5,640; 112, \$5,737.50; 141, \$5,580.

Class 124. New York—5,600 lbs. brass rod—Bidder 9, \$1,063.44; 36, \$1,063.50; 62, \$1,063.50; 104, \$1,176; 138, \$1,063.50.

Class 125. New York—5,750 lbs. brass bar and rod and 200 lbs. spring brass bar—Bidder 9, \$1,178.50; 36, \$1,182; 62, \$1,180.80; 138, \$1,119.02.

Class 126. Portsmouth—3,035 ft. expanded metal—Bidder 35, \$200.16; 71, \$199.65; 83, \$243.21.

Class 127. Boston—51 spoon oars—Bidder 15, \$789.99; 58, \$433.50; 116, \$433.50.

Class 128. Portsmouth—2,000 sq. ft. hexagonal white tiling—Bidder 33, \$435; 35, \$499.80; 39, \$539.60; 63, \$600; 74, \$509; 118, \$540.

SCHEDULE 446.—Steam Engineering.

Class 131. Boston—12 Didgeon's tube expanders—Bidder 35, \$110; 49, \$130; 70, \$110; 82, \$118.68; 84, \$115.10; 120, \$136.62; 121, \$127.70.

Class 132. Boston—A quantity of high-speed tool steel twist drills—Bidder 21, \$521.40; 49, \$569.14; 70, \$803.56; 74, \$803.56; 82, \$634.82; 83, \$822.60; 84, \$674.80; 111, \$634.82.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 133. Boston—1 set turning-lathe tools, 16 tube cleaners, 2 dies, 1 set flat drills, 1 glue pot, tap wrenches, etc.—Bidder 49, \$22.05; 82, *\$19.80; 84, \$219.90.

Class 134. League Island—Center bits, scales, combination square, expansion bit, Yankee chuck, etc.—Bidder 82, \$17.70; 84, *\$12.95; 120, \$25.85.

Class 135. Norfolk—1 14-inch back-gear screw-cutting engine lathe—Bidder 93, *\$448; 105, \$461.

Class 136. Boston—1 set drawing instruments—Bidder 69, \$52.30; 101, \$48.50; 119, \$49.25; 127, *\$35; 137, \$54.

Class 137. League Island—1,565 lbs. drill rods—Bidder 29, \$242.89; 3, *\$160.41; 115, \$203.45; 133, \$201.88.

Class 138. Portsmouth—1,000 lbs. manganese bronze—Bidder 107, *\$187.30; 112, \$200.

Class 139. Portsmouth—500 lbs. rolled naval bronze—Bidder 5, *\$134.40.

Class 140. League Island—1,429 lbs. tool steel—Bidder 19, \$157.19; 20, \$235.78; 21, \$171.48; 29, *\$142.90; 34, \$174.06 and \$188.35; 70, \$142.90.

Class 141. Boston—50 evaporator tubes—Bidder 4, *\$149.86.

Class 142. Norfolk—40 cu. yds. Richmond molding sand—Bidder 15, *\$224.

SCHEDULE 447.—*Medicine and Surgery and Supplies and Accounts.*

Class 151. Portsmouth—Bolts, nuts, stove bolts, copper burs, screws, nails, lamp feeders, clamps, files, flax twine, etc.—Bidder 49, *\$174.63; 82, \$230.60; 84, \$202.05; 108, *\$191.95.

Class 152. Portsmouth—4,000 lbs. pig tin—Bidder 36, *\$1,565.60; 42, \$1,620; 79, \$1,720; 92, \$1,620; 141, \$1,580.

Class 153. Portsmouth—30,000 lbs. ingot copper—Bidder 36, \$5,682; 42, \$5,700; 92, \$5,640; 141, *\$5,580.

Class 154. Portsmouth—600 lbs. brass rod—Bidder 36, \$121; 62, \$121; 103, \$115; 104, *\$114.

Class 155. Portsmouth—5,400 lbs. bar iron—Bidder 78, *\$210.60.

Class 156. Portsmouth—Square spiral packing—Bidder 1, \$81; 7, *\$58.50; 52, \$119.07.

Class 157. Portsmouth—Bushings, couplings, elbows, unions, bibcocks, etc.—Bidder 66, *\$294.10; 83, \$314.25; 120, \$425.06.

Class 158. Portsmouth—Bushings, couplings, elbows, plugs, unions, etc.—Bidder 72, *\$37.73; 83, \$39.59; 120, \$47.43.

Class 159. Portsmouth—Water gage glasses—Bidder 72, \$21.82; 82, \$19.60; 84, \$22.10; 113, *\$13.98.

Class 160. Portsmouth—Angle valves, globe valves, etc.—Bidder 57, \$119.84; 72, \$113.40; 82, \$114.51; 84, \$113.80; 109, *\$113.31; 120, \$125.73.

Class 161. Portsmouth—26 gate valves—Bidder 83, *\$218.40; 121, \$320.40.

Class 162. Brooklyn—152 gross bottles, 500 c. c. narrow mouth, flint—Bidder 15, \$323.50; 16, \$675; 72, \$264; 90, *\$674.23; 123, \$741; 140, \$675; 143, \$825.

OPENED APRIL 24, 1906.

Bidder 1. American Fruit Product Co., 501 West street, New York.

2. Armour & Co., 205 La Salle street, Chicago, Ill.

3. W. P. Allen Manufacturing Co., 151 Lake street, Chicago, Ill.

4. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.

5. Ansonia Brass and Copper Co., 99 John street, New York.

6. James J. Allen, 305 Market street, San Francisco, Cal.

7. Atlas Portland Cement Co., 30 Broad street, New York.

8. Berry & Alken, Bainbridge street wharf, Philadelphia, Pa.

9. Bishop Gutta Percha Co., 20 E. 25th street, New York.

10. F. S. Banks & Co., 73 Warren street, New York.

11. W. N. Best American Calorific Co., 11 Broadway, New York.

12. Bethlehem Steel Co., South Bethlehem, Pa.

13. Benedict & Burnham Manufacturing Co., 37 Park place, New York.

14. Franklin Brown, 242 Madison street, Brooklyn, N. Y.

15. Boston Belting Co., 256 Devonshire street, Boston, Mass.

16. George F. Blake Manufacturing Co., 114 Liberty street, New York.

17. Bowers Rubber Co., 42 Sacramento street, San Francisco, Cal.

18. A. S. Bacon & Co., 2 Bay street, West Savannah, Ga.

19. Buffalo Forge Co., Buffalo, N. Y.

20. Stephen L. Bartlett Co., 68 India street, Boston, Mass.

21. Brown-Wales Co., 69 Purchase street, Boston, Mass.

22. Bridgeport Brass Co., 253 Broadway, New York.

23. Frederick Bischoff, 32 St. Phoenix street, Brooklyn, N. Y.

24. R. P. Clarke Co., Washington, D. C.

25. Carter & Clarke, Washington, D. C.

26. H. P. Copeland, P. O. box 726, New York.

27. Contractors' Supply and Equipment Co., 170 Broadway, New York.

28. Castle Braid Co., 552 Broadway, New York.

29. James Clendenin, Thames and Caroline streets, Baltimore, Md.

30. Carter, Rice & Co., 426 Devonshire street, Boston, Mass.

31. Cutler Electrical and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.

32. Wm. Wirt Clark & Son, 546 Monument street, East Baltimore, Md.

33. Charles Cory & Son, 278 Division street, New York.

34. Crane Co., 165 Jackson street, Seattle, Wash.

35. A. S. Cameron Steam Pump Works, 433 E. 23d street, New York.

36. Camden Iron Works, Philadelphia, Pa.

37. Carnegie Steel Co., Pittsburg, Pa.

38. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.

39. Crucible Steel Co. of America, box 75, Pittsburg, Pa.

40. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.

41. Charles Dunlop, 17 Broadway, New York.

42. Driver-Harris Wire Co., Newark, N. J.

43. E. W. Dunstan Co., 143 Chambers street, New York.

44. M. T. Davidson, 43 Keep street, Brooklyn, N. Y.

45. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

46. Eastern Clay Goods Co., 79 Milk street, Boston, Mass.

47. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

48. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

49. Fitz Dana & Brown, 45 Pearl street, New York.

50. The Fairbanks Co., 416 Broome street, New York.

51. Flske Bros. Refining Co., 15 Old Slip, New York.

52. Marshall Field & Co., 200 Adams street, Chicago, Ill.

53. Froment & Co., 151 Bank street, New York.

54. Field Chocolate Co., 126 Commercial street, Boston, Mass.

55. Wm. Geiger, 97 Warren street, New York.

56. Ellis A. Gimbel, Market and 9th streets, Philadelphia, Pa.

57. R. W. Geldart, 2 Stone street, New York.

58. Wm. D. Gill & Son, 701 President street, Baltimore, Md.

59. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

60. H. C. Gable, Lebanon, Pa.

61. Gleason Fire Brick Co., Gleason, Pa.

*Accepted.

Schedule of proposals for naval supplies—Continued.

62. General Electric Co., Schenectady, N. Y.
63. Arthur Gamwell, Alaska Building, Seattle, Wash.
64. R. C. Hoffman Co., Baltimore, Md.
65. C. E. Hertlein, 534 Broadway, New York.
66. A. L. Hirsch, 368 Greenwich street, New York.
67. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
68. Walter H. Hildick, 265 Greenwich street, New York.
69. Hadwin Houghton, 117 Fulton street, New York.
70. T. P. Howell & Co., Newark, N. J.
71. E. H. Hulst, jr., 21 N. 6th street, Philadelphia, Pa.
72. A. Hambach Co., 201 First avenue, South Seattle, Wash.
73. Harrington, King & Co., 79 Commercial street, Boston, Mass.
74. J. W. Hunnewell, 148 Commercial street, Boston, Mass.
75. Holtzer-Cabot Electric Co., Brookline, Mass.
76. Hartman Co., 1221 North Front street, Philadelphia, Pa.
77. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
78. Improved Sponging and Refinishing Co., 179 Wooster street, New York.
79. Jenkins Manufacturing Co., 13 Park Row, New York.
80. George R. Johnson, 1102 American Building, Baltimore, Md.
81. H. W. Johns-Manville Co., 100 William street, New York.
82. Louis H. Jones, box 666, Detroit, Mich.
83. Kursheedt Manufacturing Co., 356 West Broadway, New York.
84. Knickerbocker Chocolate Co., 457 W. 31st street, New York.
85. J. B. Kendall, Washington, D. C.
86. E. F. Keating Co., 452 Water street, New York.
87. Kenffel & Esser Co., 17 Fulton street, New York.
88. Keystone Blue Paper Co., 310 Filbert street, Philadelphia, Pa.
89. Arthur Koppel, 66 Broad street, New York.
90. Arthur J. Lockwood, 12 Platt street, New York.
91. Theo. Linington, jr., 56 Hudson street, New York.
92. Francis H. Leggett, 128 Franklin street, New York.
93. J. H. Leonard, 15 Park Row, New York.
94. R. Levicksa Son & Co., 720 Chestnut street, Philadelphia, Pa.
95. Joseph W. Lips & Co., 218 Worth street, New York.
96. Ludlow Valve Manufacturing Co., foot Adams street, Troy, N. Y.
97. Lunkenheimer Co., box 876, Cincinnati, Ohio.
98. John Lucas & Co., 322 Race street, Philadelphia, Pa.
99. Loeb Bros. Leather Belting Co., 31 Ferry street, New York.
100. Manning, Maxwell & Moore, 85 Liberty street, New York.
101. Manhattan Supply Co., 127 Franklin street, New York.
102. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
103. Monod Engineering Co., 147 Cedar street, New York.
104. Montgomery & Co., 105 Fulton street, New York.
105. Municipal Engineering and Contracting Co., Railway Exchange Building, Chicago.
106. Maryland Lime and Cement Co., Carroll Building, Baltimore, Md.
107. R. H. Macy & Co., 34th and Broadway, New York.
108. Moller & Schumann Co., Marcy street and Flushing avenue, Brooklyn, N. Y.
109. John W. Masury & Son, Brooklyn, N. Y.
110. Monarch Engineering and Manufacturing Co., 2935 St. Paul street, Baltimore, Md.
111. Eugene Munsell & Co., 218 Water street, New York.
112. Municipal Engineering and Contracting Co., Jackson and Michigan boulevard, Chicago, Ill.
113. Mica Manufacturing Co., 307 West Broadway, New York.
114. Thomas E. Morris & Co., 183 Chambers street, New York.
115. Mechanical Rubber Co., Cleveland, Ohio.
116. P. R. Mitchell Co., 185 Canal street, New York.
117. National Electrical Supply Co., Washington, D. C.
118. Nassau Smelting and Refining Works, 603 W. 39th street, New York.
119. National Concrete Machine Co., Security Building, Chicago, Ill.
120. New Jersey Asbestos Co., 52 Day street, New York.
121. National Carbon Co., Cleveland, Ohio.
122. Noblit Bros. Co., 222 S. 2d street, Philadelphia, Pa.
123. Okonite Co., Ltd., 253 Broadway, New York.
124. Old Dominion Paper Co., Norfolk, Va.
125. O'Jaffe & Pinkus, 103 Franklin street, New York.
126. J. Edward Ogden Co., 147 Cedar street, New York.
127. Philadelphia General Supply Co., Washington.
128. Pacific Coast Rubber Co., 453 Mission street, San Francisco, Cal.
129. Phoenix Towing and Transportation Co., 17 State street, New York.
130. Pratt & Whitney Co., 1 Flower street, Hartford, Conn.
131. Alexander M. Powell, 154 Chambers street, New York.
132. The Porter Co., 194 Water street, New York.
133. Portland Stoneware Co., 42 Oliver street, Boston, Mass.
134. S. M. Price Machinery Co., Norfolk, Va.
135. Thos. R. Riley, Washington, D. C.
136. Ricketts Engineering Co., Washington, D. C.
137. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
138. Clement Restein Co., 137 N. 2d street, Philadelphia, Pa.
139. Rudolph & West Co., Washington, D. C.
140. H. A. Rogers Co., 19 John street, New York.
141. Rockwell Engineering Co., 26 Cortlandt street, New York.
142. Rome Brass and Copper Co., Rome, N. Y.
143. Rockwood & Co., 88 Washington avenue, Brooklyn, N. Y.
144. Fred A. Schmidt, Washington, D. C.
145. Standard Underground Cable Co., Westinghouse Building, Pittsburg, Pa.
146. Standard Water Meter Co., 245 Robinson street, Brooklyn, N. Y.
147. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
148. Sherman-Brown-Clements Co., 35 Dey street, New York.
149. Stokes Bros. Co., 30th street below Chestnut, Philadelphia, Pa.
150. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
151. Chas. E. Sholes Co., 164 Front street, New York.
152. Jas. W. Sederquist, 8 Oliver street, Boston, Mass.
153. Osgood Sayen, 421 Arcade Building, Philadelphia, Pa.
154. Thomas W. Smith, Washington, D. C.
155. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
156. Sutro Bros. Braid Co., 127 Spring street, New York.
157. Standard Oil Co., 26 Broadway, New York.
158. Sprague Electric Co., 527 W. 34th street, New York.
159. A. G. Spaulding & Bros., 126 Nassau street, New York.

Schedule of proposals for naval supplies—Continued.

160. Sidney Thursby, 73 Hudson street, New York.
 161. D. A. Tower, 306 Broadway, New York.
 162. Theo. Tiedemann & Sons, 73 Mercer street, New York.
 163. Walter B. Timms, 71 Hudson street, New York.
 164. Taunton-New Bedford Copper Co., N. Front street, New Bedford, Mass.
 165. Telefunken Wireless Telegraph Co., 1001 Chestnut street, Philadelphia, Pa.
 166. Edw. A. Temple, 100 William street, New York.
 167. Universal Supply Co., 290 Broadway, New York.
 168. U. S. Graphite Co., Saginaw, Mich.
 169. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 170. Western Electric Co., 463 West street, New York.
 171. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 172. John Wanamaker, 13th and Market streets, Philadelphia, Pa.
 173. J. R. Wettstein, 71 Broadway, New York.
 174. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 175. Wonham & Magor Co., 29 Broadway, New York.
 176. Waterbury Brass Co., 26 Crane street, Waterbury, Conn.
 177. Waldo Bros., 102 Milk street, Boston, Mass.
 178. W. H. Wynn, West Decatur, Pa.; informal, no guarantee.
 179. Western Hardware and Metal Co., Seattle, Wash.
 180. Ernest Winer Co., 68 Broad street, New York.
 181. Peter Woll & Son, Mascher and Perks, streets, Philadelphia, Pa.
 182. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 183. W. P. Youngs & Bros., 35th and First avenue, New York.
 184. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.
 185. Baldwin Steel Co., 107 John street, New York.
 186. Chapman Valve Manufacturing Co., Indian Orchard, Mass.
 187. Coggins & Owens, 19 Charles street, Baltimore, Md.
 188. J. H. W. Lenikau, 112 Wall street, New York.
 189. Baker & Hamilton, 2 Pine street, San Francisco, Cal.
 190. California Electrical Works, 642 Folsom street, San Francisco, Cal.
 191. Lumley-Dodson Co., 191 Water street, San Francisco, Cal.
 192. C. N. Simonds, 80 Chelsea street, Charlestown, Mass.
 193. Bailey-Lebby Co., 213 Meeting street, Charleston, S. C.
 194. Henshaw, Bulkley & Co., 48 Fremont street, San Francisco, Cal.

SCHEDULE 440.—Yards and Docks, and Construction and Repair.

- †Class 1. Mare Island—1 improved cube-batch concrete mixer—Bidder 27, \$800; 32, \$706.50; 105, \$950; 112, \$663; 119, \$500; 136, \$638.
 Class 2. Mare Island—200 ft. flexible brass spiral wire tubing—Bidder 33, \$240; 55, \$140; 101, \$340; 170, \$250; 55, *\$170.
 †Class 3. Puget Sound—2,680 ft. braided rubber covered electric conductor. Canceled.
 Class 4. Puget Sound—4 2-wire 500-volt cut-out blocks and 12 fuses—Bidder 38, \$31.92; 55, *\$17.20; 170, \$61; 190, \$48.84.
 Class 5. Puget Sound—440 ft. enameled iron conduit—Bidder 38, \$53.92; 170, \$53.10; 190, *\$45.63.
 †Class 6. Puget Sound—700 corrugated tiles—No bids.

*Accepted.

- Class 7. Puget Sound—260 ft. galvanized pipe—Bidder 8, \$78; 34, *\$34.08; 72, \$34.16; 179, \$34.19.
 Class 8. Puget Sound—500 lbs. foundry facing—Bidder 6, *\$18.75; 32, \$22.50; 168, \$20.

SCHEDULE 441.—Steam Engineering.

- Class 11. Mare Island—1 vertical direct-acting, single-piston steam pump—Bidder 16, \$418.50; 33, \$515; 44, *\$360; 194, \$448.
 Class 12. Mare Island—3 sets drills—Bidder 48, \$66.50; 77, \$49.94; 189, *\$41.25.
 Class 13. Mare Island—Scales, forge, lanterns, punches, chuck drills, gouges, brace, calipers, clamp screw, emery-wheel dresser, reamers, rules, scrapers, squares, wrenches, bolts, wire, valves, jaws, grommets, etc.—Bidder 15, \$130; 19, informal, part of class; 48, \$354.19; 100, *\$348.92; 189, \$392.
 Class 14. Mare Island—60 ft. tubing—Bidder 128, \$105; 148, *\$79.80.
 Class 15. Mare Island—50 ft. hose for cleaning boilers—Bidder 17, \$41.50; 59, *\$52.50; 128, \$50; 148, \$90.82.
 †Class 16. Mare Island—Asbestos plastic covering, asbestos packing, gland packing, etc.—No bids.
 Class 17. Mare Island—42 lbs. packing—Bidder 120, *\$23.95.
 Class 18. Mare Island—35 lbs. sheet packing, 45 lbs. Tuck's packing, 18 gaskets, etc.—Bidder 63, *\$104.20.
 Class 19. Mare Island—1 standard testing gage, 1 gage-testing outfit, and 6 tallying registers—Bidder 48, \$100; 63, \$199; 100, \$102.40; 189, \$116.50; 148, *\$90.82.
 Class 20. Mare Island—1 set drawing instruments, scales, leads, litmus paper, cross-sectional paper, pencils, etc.—Bidder 63, \$81.25; 87, \$55.40; 88, \$47.59, part; 124, \$55.10; 144, *\$50.40.

SCHEDULE 449.—Yards and Docks.

- Class 31. New York—1,600 cu. yds. clean washed gravel or broken trap rock—Bidder 129, *\$1,760.
 Class 32. Charleston—2 cistern pumps and 3 No. 2 diaphragm pumps—Bidder 8, \$154; 32, *\$83.50; 79, \$239.90; 100, \$112; 101, \$108; 104, \$131.50; 125, \$114.96; 193, \$170.
 Class 33. Charleston—A quantity of railroad-track bolts, malleable iron switch-point tie-bar lugs, nut locks, railroad-track spikes, railroad-track jacks, ratchet drill, monkey wrenches, Stillson wrenches, axes, etc.—Bidder 8, \$226.95; 101, \$180.85; 137, \$177.76; 193, *\$131.92.
 Class 34. Charleston—A quantity of switch points—Bidder 8, \$243; 10, \$399.40; 57, *\$182; 64, \$443; 89, \$210; 101, \$233; 148, \$191; 175, \$293; 180, \$190; 193, \$371.80.

SCHEDULE 450.—Equipment.

- Class 41. New York—10 miles single-conductor submarine cable and 2 complete outfits of tools for splicing the above cable—Bidder 123, \$4,345; 170, \$3,710 and *\$3,650.
 Class 42. New York—6,240 ft. lighting wire—Bidder 62, *\$1,038.80; 123, \$1,201.20; 170, \$1,093.95.
 Class 43. New York—97 lbs. German silver wire. Bidder 42, *\$126.70; 55, \$170.25; 117, \$147.35; 170, \$130.30.
 Class 44. New York—20 circuit breakers—Bidder 31, \$520; 55, \$798.10; 62, \$500; 170, *\$455.
 Class 45. New York—950 Edison fuse plugs—Bidder 38, *\$42.75; 62, \$42.75; 117, \$45.40; 170, \$48.37.
 Class 46. New York—75 electric bells—Bidder 33, *\$381.25; 75, \$450; 117, \$400; 170, \$388.75.
 Class 47. New York—500 wall fuses—Bidder 55, \$7.50; 117, \$7.50; 170, *\$7.50.
 Class 48. New York—400 globes for ceiling fixtures—Bidder 132, *\$71.50.
 Class 49. New York—183 lbs. vulcanized sheet fiber—Bidder 38, *\$36.60; 55, \$44.83; 117, \$43.92; 170, \$50.94.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 50. New York—50 lbs. India mica—Bidder 32, \$193.50; 111, *\$137.50; 113, \$200; 117, \$170; 170, \$150.

Class 51. New York—200 dry cells, 100 dry battery cells, etc.—Bidder 117, \$87; 121, \$37; 170, *\$97.50.

Class 52. New York—Parts for Telefunken wireless system—Bidder 165, *\$1,596.25.

Class 53. New York—4 annunciators—Bidder 33, \$88; 75, \$104; 170, *\$84.

Class 54. New York—200 lbs. cotton insulating tape—Bidder 117, *\$118; 170, \$130.

Class 55. New York—75 lbs. rubber insulating tape—Bidder 117, \$60; 170, \$78.75.

Class 56. New York—100 yds. jack chain and 5 gross machine screws—Bidder 137, *\$775.

Class 57. New York—6 unfolding platform scales—Bidder 32, \$190.80; 50, *\$125.70; 101, \$140.40; 104, \$128.40; 137, \$133.32; 147, \$159.

Class 58. New York—6 commanders and 6 rigging screws—Bidder 100, \$29.28; 101, \$28.80; 137, \$30.72; 147, *\$27.18.

Class 59. New York—11,000 lbs. pig lead—Bidder 8, \$693; 29, \$656.70; 49, \$643.50; 37, \$748; 67, \$654.50; 102, *\$638; 118, \$657.80; 173, \$654.50.

Class 60. New York—100 lbs. hard sheet rubber and 275 lbs. hard rubber rod—Bidder 10, \$269.73; 26, \$318.25; 55, \$291.12; 57, \$267.50; 101, \$318; 117, \$300.75; 153, \$306; 170, *\$243.75.

Class 61. New York—150 lenses for boat running lights—Bidder 132, *\$124.

Class 62. New York—240 base-ball bats—Bidder 107, \$177.60; 159, *\$150.

Class 63. League Island—3,200 packages toilet paper—Bidder 30, \$240; 71, *\$214.40; 167, \$264.

SCHEDULE 451.—Navigation and Secretary's Office.

Class 71. Annapolis—1,200,000 lbs. American Portland cement—Bidder 7, *\$6,228; 32, \$6,631.20; 106, \$6,720.

Class 72. Annapolis—1 rivet-heating furnace—Bidder 11, \$82.50; 110, *\$75; 141, \$125.

Class 73. Annapolis—1 Pratt & Whitney measuring machine—Bidder 130, *\$453.

Class 74. Annapolis—1 magnetic rotary chuck, 1 automatic countershaft for chuck, 1 demagnetizer, 1 planer, etc.—Bidder 100, \$203; 104, *\$185.20.

Class 75. Annapolis—3 Worthington duplex piston meters—Bidder 146, \$227.

Class 76. Annapolis—1 screen pot for intake of salt-water system, 2 sets cast-iron gutter crossing plates, and 6 cast-iron cesspool covers—Bidder 36, *\$888, part; 103, \$1,076.75.

SCHEDULE 452.—Ordnance.

Class 81. League Island—2,500 yds. muslin, 400 yds. scrim, 100 spools cotton tape, and 1,200 spools cotton—Bidder 24, \$451; 56, *\$640.25; 101, \$774; 142, \$701.75.

Class 82. Washington—A quantity of fluted chucking reamers—Bidder 50, \$284.92; 77, \$208.95; 93, \$186.43; 104, \$208.92; 139, *\$163.43; 147, \$393.23; 185, \$176.32; 187, \$176.40.

Class 83. Washington—132 doz. Morse twist drills—Bidder 50, \$75.24; 63, \$79.60; 77, *\$70.80; 93, \$72.24; 104, \$71.76; 139, \$71.58; 147, \$77.85; 187, \$73.44.

Class 84. Washington—3,500 ft. leather belting—Bidder 3, \$767.50; 50, \$856; 63, \$830; 77, \$756.40; 99, *\$632.50; 100, \$662.60; 187, \$779.

Class 85. Washington—44 gross metallic-tipt rawhide lacing leather—Bidder 100, \$30.20; 104, *\$25; 147, \$32.76.

Class 86. Washington—30,000 ft. white pine—Bidder 4, \$3,489.50; 45, \$3,553.75; 47, *\$3,489; 58, \$3,653; 80, \$1,078.93; 135, \$1,793.75; 149, \$3,749.55; 154, \$3,678.50; 182, \$3,760.

Class 87. Washington—16,000 ft. Georgia pine—Bidder 18, \$456; 25, \$400; 45, \$720; 47, \$770; 58, \$1,166.20; 63, \$708; 135, *\$600; 154, \$644.

Class 88. Washington—3,000 ft. white oak and 15,500 ft. white hickory—Bidder 25, *\$1,308.50; 47,

\$1,397.50; 58, \$1,363.23; 63, \$1,637.50; 135, \$1,382.75; 154, \$1,658.

Class 89. Newport—30 second-hand glycerin drums—Bidder 8, \$359.70; 66, *\$238.50; 101, \$300.

Class 90. New York—300 tons anthracite coal—Bidder 41, *\$2,400.

SCHEDULE 453.—Construction and Repair.

Class 91. New York—105 sq. yds. black cloth for tops of desks—Bidder 24, *\$198.45.

Class 92. League Island—3,450 yds. linen—Bidder 24, *\$1,006.50; 101, \$1,003.50; 107, \$1,317; 122, \$1,057.50; 172, \$1,035.75.

Class 93. League Island—1,600 yds. ticking—Bidder 24, *\$278.08; 101, \$283.20; 107, \$320; 122, \$336; 172, \$308.

Class 94. League Island—150 yds. cabinet cloth and 25 yds. green felt—Bidder 8, *\$333.75; 24, \$618.50; 101, \$390; 122, \$540; 172, \$601.50.

Class 95. League Island—800 lbs. goose feathers—Bidder 84, \$536; 63, \$640; 101, \$672; 107, \$504; 116, *\$504; 122, \$552; 172, \$520.

Class 96. League Island—5,000 lbs. picked hair—Bidder 2, \$1,824; 32, \$1,950; 63, \$2,000; 107, \$2,050; 116, \$1,670.50; 122, *\$1,650; 167, \$1,888.50; 172, \$1,662.50; 181, \$1,899.

Class 97. League Island—A quantity of muslin, binding, tufts, buttons, nails, twine, plush, needles, tacks, etc.—Bidder 24, *\$425.57; 107, \$246.37, part; 122, \$488.10; 172, \$466.89.

Class 98. League Island—2,000 cylinder chest locks for ditty boxes—Bidder 10, \$736.60; 57, *\$728.80; 101, \$748; 104, \$734; 122, \$760; 137, \$754; 147, \$745; 171, \$729.80.

Class 99. League Island—340 doz. prs. hinges and 340 doz. buttons—Bidder 57, \$595; 101, \$589.90; 137, \$714; 171, *\$540.40.

Class 100. New York—8,000 lbs. galvanized steel or iron wire—Bidder 8, \$239.20; 21, \$232; 29, \$216.80; 102, *\$213.60; 147, \$225.60; 152, informal.

Class 101. League Island—1,925 sq. ft. upholsterer's leather—Bidder 10, \$548.05; 24, \$605.99; 57, *\$500.31; 70, \$500.50; 122, \$567.88; 138, \$567.87; 172, \$503.06.

Class 102. New York—31,600 lbs. rolled naval bronze rod—Bidder 5, \$6,825.60; 22, *\$6,532.98.

Class 103. New York—11,000 lbs. hammered scrap iron—Bidder 8, *\$411.40; 85, \$440; 90, \$440; 152, informal.

Class 104. New York—44,500 lbs. Norway iron—Bidder 8, \$1,619.80; 10, \$1,419.55; 21, *\$1,399.50; 53, \$1,468.50; 77, \$1,424; 85, \$1,432.90; 90, \$1,535.25.

Class 105. New York—16,000 lbs. steel rod—Bidder 8, \$598.40; 39, *\$393.28; 53, \$440; 85, \$424; 90, \$480; 126, \$435.68; 148, \$452.68; 152, informal; 166, \$480.

Class 106. New York—83,000 lbs. rivet steel—Bidder 37, *\$1,651.70; 39, \$2,490; 60, \$1,925.60; 152, informal; 166, \$2,340.60.

Class 107. New York—33,000 lbs. mild steel bar—Bidder 12, \$1,237.50; 37, \$792; 39, \$849.75; 63, \$1,732.50; 64, *\$937.20; 85, \$983.40.

Class 108. New York—42,600 lbs. mild steel billets—Bidder 12, *\$1,597.50.

Class 109. New York—6,000 lbs. steel plates—Bidder 37, *\$231.60.

Class 110. New York—23,000 lbs. galvanized sheet steel—Bidder 21, \$809.60; 29, \$777.40; 49, \$826; 53, \$793.50; 63, \$1,092.50; 64, \$763.60; 85, *\$754.40; 102, \$786.14; 126, \$822.94.

Class 111. New York—6,000 lbs. steel channels—Bidder 8, \$254.40; 53, *\$195; 152, informal.

Class 112. New York—4,000 lbs. sheet zinc—Bidder 29, \$230; 49, *\$316; 67, \$331; 102, \$340; 104, \$320.

Class 113. Boston—200 ft. air hose—Bidder 59, \$144; 115, *\$130; 158, \$172.

Class 114. New York—3,000 ft. air hose—Bidder 59, \$1,312.50; 115, *\$1,312.50; 158, \$1,567.50; 169, \$2,265.

Class 115. League Island—1,800 rubber tips—Bidder 94, \$157.50; 101, \$252; 138, *\$153; 153, \$342.

Class 116. New York—A quantity of copper tubing and brass tubing—Bidder 13, \$3,579.42; 22, \$3,538.10; 82, \$3,498.85; 142, *\$3,360.16.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 117. Boston—62 hose gate valves—Bidder 79, \$1,902.88; 86, \$964; 96, \$987.50; 97, \$1,594; 101, \$738; 76, \$753; 186, \$1,174.90.

Class 118. New York—Text-books—Bidder 167, \$417.74.

SCHEDULE 454.—Steam Engineering.

Class 121. Norfolk—40 tube cleaners—Bidder 100, \$58; 126, \$95.48; 137, \$131.20; 148, \$68.88.

Class 122. Norfolk—2 steam pumps—Bidder 16, \$86; 32, \$109.80; 44, \$90; 191, \$120.

†Class 123. Norfolk—A quantity of machine bolts, engine-room gong, steam whistle, hard-rolled copper, mild steel, naval brass, etc.—No bids.

Class 124. Norfolk—51 ft. leather belting—Bidder 3, \$18.02; 134, \$19.88.

Class 125. New York—50 asbestos metallic boiler manhole gaskets and 25 asbestos metallic evaporator gaskets—Bidder 81, \$155; 120, \$150.

Class 126. Norfolk—200 gaskets—Bidder 81, \$104; 120, \$104; 134, \$90; 153, \$98.

Class 127. Norfolk—1 vacuum gage, 1 steam gage, 9 globe valves, 11 angle valves, and a quantity of copper tubing, elbows, grommets, gage glasses, check valves—Bidder 101, informal, part of class; 104, \$215.77; 134, informal, part of class; 148, informal, part of class.

SCHEDULE 455.—Medicine and Surgery and Supplies and Accounts.

Class 131. Boston—900 lbs. bolts and nuts and 150 lbs. steel nuts—Bidder 48, \$127.50; 63, \$200; 126, \$109.20; 148, \$94.50.

†Class 132. Boston—900 lbs. iron bolts and nuts and 500 lbs. iron nuts—Bidder 48, \$113; 63, \$193; 85, \$98; 100, \$106.20; 148, \$94.50.

Class 133. Boston—1,000 lbs. washers—Bidder 48, \$34.50; 63, \$65.70; 126, \$31.60; 147, \$48; 148, \$34.20; 184, \$35.

Class 134. Boston—3,000 fire brick—Bidder 46, \$135; 61, \$105; 133, \$105; 177, \$126.

Class 135. Boston—50 bbls. slaked lime and 1,000 lbs. plaster of Paris—Bidder 46, \$47.70; 66, \$117.50; 177, \$90.

Class 136. New York—200,000 yds. white cotton braid for knife lanyards—Bidder 24, \$3,499.80; 28, informal; 65, \$3,000; 83, \$3,200; 101, \$2,896; 150, \$3,500.

Class 137. New York—100,000 pieces linen tape—Bidder 52, \$3,970; 125, \$38,500; 167, \$7,800.

Class 138. Boston—4,000 lbs. steel wire nails—Bidder 29, \$94; 48, \$86; 137, \$88; 147, \$92.40; 184, \$87.60.

Class 139. Boston—600 lbs. copper wire nails—Bidder 29, \$141; 48, \$165; 67, \$140.70; 137, \$157.20; 147, \$150; 184, \$141.

Class 140. Boston—A quantity of files—Bidder 48, \$312.85; 104, \$366; 126, \$417.80; 127, \$364.25; 184, \$311.70.

Class 141. Boston—24 hydraulic jacks—Bidder 32, \$995.88; 48, \$942; 85, \$1,020; 100, \$89.64; 104, \$973.20; 134, \$970.80; 137, \$881.40; 140, \$934.68; 147, \$971.76; 148, \$946.80; 184, \$972.

Class 142. Boston—A quantity of axes, clamps, hammers, squares, soldering irons, bellows, wrenches, drill chucks, etc.—Bidder 48, \$340.65; 100, \$320.84; 101, \$366.70; 104, \$340.25; 147, \$401.26; 184, \$324.50.

Class 143. Brooklyn—14,350 sq. ft. white-pine boards, 6 spruce planks, and 6 spruce timber strips—Bidder 47, \$937.50; 58, \$1,315.55; 174, \$862.75; 183, \$943.43.

Class 144. Boston—800 lbs. sheet brass—Bidder 5, \$204; 13, \$204; 22, \$216; 29, \$204; 67, \$204; 164, \$204; 176, \$204.

Class 145. Boston—1,000 lbs. sheet copper—Bidder 5, \$243.50; 21, \$243.50; 29, \$243.50; 39, \$243.50; 67, \$243.50; 82, \$243.50; 142, \$245; 164, \$243.50.

Class 146. Boston—5,000 lbs. concentrated lye—Bidder 14, \$214.50; 32, \$212.50; 66, \$209.50; 150, \$199; 167, \$230; 192, \$343.75.

*Accepted.

Class 147. Boston—1,000 lbs. sal ammoniac—Bidder 14, \$378; 46, \$88.50; 55, \$160; 66, \$122.40.

Class 148. Boston—1,500 gals. mineral oil—Bidder 157, \$300.

Class 149. Boston—2,000 lbs. beef tallow—Bidder 14, \$187.70; 51, \$200; 66, \$239.60; 73, \$220.

Class 150. Boston—6,000 lbs. granular sodium carbonate—Bidder 14, \$161.40; 66, \$157.20; 150, \$140.40; 151, \$300.

Class 151. Boston—50 gals. tar oil and 300 lbs. rosin—Bidder 14, \$30; 66, \$28.20; 74, \$17.75; 150, \$20.50.

Class 152. Boston—2,000 lbs. petrolatum—Bidder 14, \$119.60; 32, \$109; 66, \$129; 51, \$100; 150, \$89.60.

Class 153. Boston—300 gals. damar varnish—Bidder 69, \$405; 98, \$479; 108, \$408; 109, \$420; 155, \$522.

Class 154. Boston—200 gals. aluminum paint—Bidder 32, \$449.80; 40, \$417; 98, \$580; 155, \$412.

Class 155. New York—150,000 lbs. tinned corn—Bidder 91, \$5,865; 160, \$6,495; 163, \$6,600.

Class 156. New York—50,000 lbs. lima beans, tinned—Bidder 91, \$2,885; 160, \$2,915; 163, \$2,890.

Class 157. New York—20,000 gals. vinegar—Bidder 1, \$3,387.50; 68, \$3,462.50; 91, \$4,228; 163, \$4,192.

Class 158. New York—15,000 gals. sirup—Bidder 91, \$4,780.50; 163, \$4,939.50; 188, \$4,500.

Class 159. New York—30,000 lbs. cocoa—Bidder 20, \$7,800; 23, \$4,566; 43, \$4,500; 54, \$5,400; 84, \$5,025; 91, \$4,440; 101, \$4,485; 114, \$4,800; 131, \$6,000; 143, \$5,571; 160, \$4,947; 163, \$4,779.

Class 160. Boston—A quantity of arm rests, rubber bands, clips, erasers, ink, stamp pads, pencils, pens, punches, rulers, sealing wax, shears, chalk, crayons, etc.—Bidder 24, \$384.10; 161, \$371.60.

Class 161. New York—For shrinking and finishing 300,000 yds. unbleached cotton drill—Bidder 78, \$3,600; 95, \$3,570; 162, \$3,540.

OPENED MAY 1, 1906.

Bidder 1. American Glue Co., 121 Beverly street, Boston, Mass.

2. American Lumber and Manufacturing Co., 200 9th street, Pittsburg, Pa.

3. American Oil Filter Co., 404 Green street, Philadelphia, Pa.

4. Boston Belting Co., 256 Devonshire street, Boston, Mass.

5. Franklin Brown, 242 Madison street, Brooklyn, N. Y.

6. A. S. Brown & Son, 2 Bay street, Savannah, Ga.

7. F. S. Banks & Co., 90 Wall street, New York.

8. Berry & Atkins, Bainbridge street wharf, Philadelphia, Pa.

9. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

10. Cobb & Drew, Plymouth, Mass.

11. R. P. Clarke Co., Washington, D. C.

12. Cutter Electric and Manufacturing Co., 19th and Hamilton streets, Philadelphia, Pa.

13. James Clendenin, Thames and Caroline streets, Baltimore, Md.

14. Wm. Wirt Clark & Son, 536 Monument street, Baltimore, Md.

15. Carnegie Steel Co., Pittsburg, Pa.

16. Drew Machinery Agency, Manchester, N. H.

17. E. I. Dupont Co., 716 Market street, Wilmington, Del.

18. Eimer & Amend, 205 Third avenue, New York.

19. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

20. Charles Este, 20th street and Glenwood avenue, Philadelphia, Pa.

21. Fiske Bros. Refining Co., 15 Old Slip, New York.

22. Farr Manufacturing Co., 150 Nassau street, New York.

23. Fairbanks Co., 416 Broome street, New York.

24. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.

† No award.

Schedule of proposals for naval supplies—Continued.

25. General Electric Co., Schenectady, N. Y.
26. Peter Gray & Sons, 90 Union street, Boston, Mass.
27. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
28. The Grigg Co., Ltd., Newburgh, N. Y.
29. R. W. Geldart, 2 Stone street, New York.
30. Arthur Gamwell, Alaska Building, Seattle, Wash.
31. Wm. D. Gill & Son, 401 President street, Baltimore, Md.
32. Guilford & Watersville Granite Co., 3 E. Lexington street, Baltimore, Md.
33. H. C. Gable, Lebanon, Pa.
34. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
35. Harry Hunt, 97 Haverhill street, Boston, Mass.
36. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
37. Hendy Machine Co., Torrington, Conn.
38. Abram L. Hirsch, Greenwich street, New York.
39. Independent Pneumatic Tool Co., First National Bank Building, Chicago, Ill.
40. International Silver Co., Meriden, Conn.
41. Ingersoll-Rand Co., 4 Broadway, New York.
42. Charles R. Johnson, Norfolk, Va.
43. George R. Johnson, American Building, Baltimore, Md.
44. J. B. Kendall, Washington, D. C.
45. Kalt Lumber Co., 312 E. 64th street, New York.
46. E. F. Keating Co., 432 Water street, New York.
47. Henry A. Lanman, care of Columbus Bolt Works, Columbus, Ohio.
48. J. Leopold & Co., 18 Broadway, New York.
49. J. H. Leonard & Co., 15 Park Row, New York.
50. R. Levick's Son & Co., 720 Chestnut street, Philadelphia, Pa.
51. Mechanical Rubber Co., Cleveland, Ohio.
52. Monongahela Iron and Steel Co., Box 215, Pittsburg, Pa.
53. Andrew J. Morse & Son, Inc., 221 High street, Boston, Mass.
54. W. B. Moses & Sons, Washington, D. C.
55. Manning, Maxwell & Moore, 85 Liberty street, New York.
56. R. H. Macy & Co., 34th street and Broadway, New York.
57. Montgomery & Co., 105 Fulton street, New York.
58. Manhattan Supply Co., 127 Franklin street, New York.
59. New York Boat Oar Co., 69 West street, New York.
60. Niles-Bement-Pond Co., 111 Broadway, New York.
61. Neville & Grubb, Portsmouth, Va.
62. Newport Engineering Works, 359 Thames street, Newport, R. I.
63. New Jersey Foundry and Machine Co., 9 Murray street, New York.
64. J. Edw. Ogden Co., 47 Cedar street, New York.
65. S. Obermayer Co., Cincinnati, Ohio.
66. Okonite Co., Ltd., 253 Broadway, New York.
67. Charles O'Regan, foot of 24th street, Brooklyn, N. Y.
68. O'Jaffe & Pinkus, 103 Franklin street, New York.
69. Pettinos Bros., Bethlehem, Pa.
70. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.
71. The Peckham Co., 343 Thames street, Newport, R. I.
72. U. S. Pendleton, Jr., & Co., 77 South street, New York.
73. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
74. Prentiss Tool and Supply Co., 115 Liberty street, New York.
75. John T. Reagan, 480 Thames street, Newport, R. I.
76. Edwin Ross, 205 La Salle street, Chicago, Ill.
77. Clement Restein Co., 137 N. 2d street, Philadelphia, Pa.
78. Rudolph & West Co., Washington, D. C.
79. Ricketts Engineering Co., Washington, D. C.; Informal.
80. Royal Copenhagen Porcelain Co., New York.
81. Bernard Rolph, 39 Cortlandt street, New York.
82. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
83. James Relley Repair and Supply Co., 229 West street, New York.
84. Henry Sondheimer, 914 La Salle street, Chicago, Ill.
85. A. P. Swoyer, 17 W. 7th street, Philadelphia, Pa.
86. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
87. A. H. Skinner, 78 6th street, Fall River, Mass.
88. Charles G. Smith & Son, Washington, D. C.
89. James K. Shaw, 25 Duane street, New York.
90. Sherman-Brown-Clements Co., 55 Dey street, New York.
91. James W. Soderquist, 80 Oliver street, Boston, Mass.
92. Osgood Sayen, Arcade Building, Philadelphia, Pa.
93. Shoemaker & Bush, 511 Arch street, Philadelphia, Pa.
94. Standard Underground Cable Co., Pittsburg, Pa.
95. George C. Thomas, 26 Cortlandt street, New York.
96. Edw. A. Temple, 100 William street, New York.
97. Universal Supply Co., 290 Broadway, New York.
98. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
99. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
100. Woodward, Wight & Co., Ltd., 420 Canal street, New Orleans, La.
101. Western Electric Co., 463 West street, New York.
102. F. T. Witte Hardware Co., 106 Chambers street, New York.
103. John Wanamaker, Broadway and 10th street, New York.
104. Ernest Weiner Co., 68 Broad street, New York.
105. W. P. Youngs & Bro., 35th street and First avenue, New York.

SCHEDULE 448.—Yards and Docks.

- †Class 1. Guantanamo—550 bbls. Portland cement—Bidder 14, \$1,424.50.
- †Class 2. Guantanamo—360 cu. yds. broken stone—Bidder 48, \$1,980; 88, \$1,980.
- †Class 3. Guantanamo—360 cu. yds. broken stone—Bidder 48, \$1,980.
- †Class 4. Guantanamo—150 cu. yds. cut stone—Bidder 32, \$5,767.20; 48, \$3,555; 88, \$5,062.50.
- †Class 5. Guantanamo—150 cu. yds. cut stone—Bidder 48, \$3,555.

SCHEDULE 481.—Bureau of Yards and Docks.

- †Class 11. Portsmouth—A quantity of long leaf yellow pine—Bidder 2, \$3,466.84; 6, \$3,076.22; 19, \$2,811.34; 30, \$3,226.30; 31, \$3,073.02; 43, \$2,922.58; 67, \$2,948.05; 81, \$2,808.97.
- Class 12. Portsmouth—72 sound straight winter cut oak piles—Bidder 19, \$3558; 30, \$2,340; 43, \$541.32; 67, \$576; 81, \$707.76.
- Class 13. Norfolk—7,000 lbs. galvanized corrugated iron—Bidder 13, \$223.30; 44, \$227.50; 58, \$233.80; 61, \$231; 70, \$232.75.

*Accepted.

† No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 482.—Bureau of Equipment.**

- †Class 21. Boston—75 cu. yds. sand—No bids.
 †Class 22. Boston—75 cu. yds. broken stone—No bids.
 Class 23. New York—About 830 yds. table linen—Bidder 68, \$926; 103, *\$993.60.
 Class 24. New York—A quantity of china ware—Bidder 80, *\$129.15.
 Class 25. New York—A quantity of glassware—Bidder 89, *\$619.47.
 Class 26. New York—A quantity of plated ware and glassware—Bidder 40, *\$32, part.
 Class 27. New York—10,000 ft. standard insulated wire and 50 dry cells—Bidder 25, \$1,291; 66, \$1,614.20; 101, *\$1,219.80.
 Class 28. New York—12 pocket oil cans and 6 waste oil purifiers and refilters—Bidder 3, \$144; 29, \$139.80; 55, \$139.80; 57, *\$139.80; 58, \$161.40; 82, \$144.90.
 Class 29. League Island—A quantity of chucks, squares, hand taps, pipe taps, screw plate sets, emery wheels, bit stock taper reamers, auger bit gages, saws, etc.—Bidder 23, \$207.05; 36, \$208.40; 55, *\$197.54; 57, \$201.58.
 Class 30. Newport—4,234 lbs. angles, channels, and bars—Bidder 8, \$508.08; 15, *\$93.99; 91, \$137.18; 95, \$152.40.
 †Class 31. Newport—A quantity of sheaves, journal boxes, shafts for sheaves, bolts, flanged wheels, axles, etc.—No bids.

SCHEDULE 483.—Bureau of Ordnance.

- Class 41. Newport—6 tool boxes with tools complete—Bidder 35, \$627; 58, *\$348; 62, \$960; 75, \$1,050.
 Class 42. Newport—6 push balances—Bidder 75, *\$90.
 Class 43. Newport—800 lbs. steel wire nails—Bidder 8, \$25.85; 13, *\$20.65; 71, \$21.85.
 Class 44. Newport—10,000 ft. wire on reels—Bidder 25, \$665; 94, *\$412; 101, \$600.
 Class 45. Washington—40 sets standard hand taps—Bidder 7, \$52.42; 23, \$40.22; 24, *\$39.20; 29, \$76.46; 30, \$67.30; 36, \$56.94; 44, \$56.38; 55, \$48.52; 57, \$57.
 Class 46. Washington—10½ dozen monkey wrenches—Bidder 23, \$78.80; 24, \$82.60; 30, \$100; 36, \$82.20; 44, *\$72.30; 55, \$84.40; 56, \$91.62; 57, \$78.52; 78, \$69.80.
 Class 47. Washington—A quantity of Morse taper shank drills, drill sockets, straight shank drills, etc.—Bidder 23, *\$115.94; 24, \$216.47; 30, \$168.55; 36, \$142.01; 44, \$141.32; 49, \$141.32; 55, \$258.86; 57, \$180.60; 78, \$149.
 Class 48. Washington—54 Armstrong tool holders—Bidder 23, \$83.70; 30, \$83.15; 36, \$67.50; 55, \$68.04; 57, *\$65.88; 58, \$72.36; 102, \$75.
 Class 49. Washington—3 Brown & Sharpe vernier calipers—Bidder 8, \$199.98; 36, \$135; 55, \$132; 57, *\$129.54; 58, \$139.20; 102, \$150.
 Class 50. Washington—4 doz. faces for No. 4 mauls, 6 doz. ball peen hand hammers and 2 sets tram points and calipers—Bidder 55, *\$37.10; 57, \$37.30; 78, \$41.54.
 Class 51. Washington—30 shell reamers—Bidder 23, *\$32.40; 36, \$37.80; 55, \$37.83; 57, \$24.92; 78, \$37.83; 102, \$41.40.
 Class 52. Newport—A quantity of platinum wire, iron wire, thermometers, beakers, glass tubing, funnels, fermentation tubes, rubber policemen, aluminum scoops, test tube cleaners, test tubes, generating tubes, sponges, corks, etc.—Bidder 18, *\$149.78, part; 57, \$169.49, part; 58, \$209.85.
 Class 53. Newport—4,000 ft. white pine and 750 ft. rough spruce joists—Bidder 19, \$270; 31, \$352.27; 71, \$211.25; 87, *\$190.75.
 Class 54. Newport—500 lbs. lucifline—Bidder 55, \$18.75; 71, \$42.50; 93, *\$35.90.
 Class 55. Newport—A quantity of coal gas, aqua ammonia, gum camphor, acetone, alcohol, etc.—Bidder 18, \$47.95, part; 93, *\$34.94, part.
 Class 56. Washington—5 doz. dust brushes—Bidder 11, *\$24.50; 57, \$37.50; 78, \$67.
 Class 57. Newport—171 service mine charge

*Accepted.

cases—Bidder 26, \$921.69; 58, \$923.40; 63, \$1,244.88; 75, \$1,022.50; 95, \$2,530.80; 101, *\$849.87.

Class 58. Newport—5,000 lbs. military gun cotton—Bidder 17, *\$2,600.

SCHEDULE 484.—Bureau of Construction and Repair.

- Class 61. New York—22,400 lbs. machine bolts and nuts—Bidder 29, *\$1,274.56; 30, \$1,299.20; 44, \$1,288; 55, \$1,285.76; 83, \$1,276.80; 90, \$1,312.64; 91, \$1,612.80.
 Class 62. New York—35,400 lbs. hexagon nuts—Bidder 29, *\$2,440.86; 30, \$2,525.18; 36, \$2,799; 44, \$2,466.30; 47, \$2,801.40; 55, \$2,465.94; 57, \$3,059.16; 64, \$2,809.20; 83, \$2,450; 90, \$2,663.29; 91, \$3,460.20.
 Class 63. New York—2,000 lbs. brass nuts and 2,600 brass bolts and nuts—Bidder 90, *\$1,804.98.
 Class 64. New York—2,700 lbs. iron rivets—Bidder 10, *\$175.50; 47, \$189; 64, \$199.80.
 Class 65. New York—A large quantity of hull steel rivets—Bidder 33, *\$10,081.10.
 Class 66. League Island—130 gross brass wood screws—Bidder 24, *\$67; 30, \$80.80; 55, \$73.96; 57, \$71.90; 58, \$69.60; 90, \$69.60; 102, \$71.35.
 Class 67. New York—4 rolls sandpaper and 300 lbs. erocus composition—Bidder 55, *\$27.20; 57, \$27.50; 58, \$37; 93, \$27.96.
 Class 68. New York—16 muslin buffs and 2 walrus-hide wheels—Bidder 55, \$48; 57, \$42.40; 58, *\$37; 90, \$61.20.
 Class 69. Portsmouth—465 lbs. galvanized steel wire rope—Bidder 13, \$81.37; 57, *\$70; 63, \$81.38; 95, \$74.40.
 Class 70. Portsmouth—1,200 cylinder chest locks—Bidder 29, \$435.96; 102, *\$435.36.
 Class 71. Portsmouth—2 No. 00 direct-acting rotary pneumatic drills and 5 No. 0 pneumatic drills—Bidder 9, *\$344; 16, \$344; 39, \$425; 41, \$380; 55, \$344.
 Class 72. Portsmouth—10 Little Giant drills—Bidder 9, \$900; 39, *\$677; 41, \$800; 57, \$895.
 Class 73. Norfolk—1 14-in. drill press with direct connected motor—Bidder 23, *\$185.
 Class 74. Norfolk—1 21-in. back-gear drill press—Bidder 23, *\$137.50.
 Class 75. New York—3,000 key rings, 300 lbs. clout nails, and 64 gross brass dowels—Bidder 57, *\$255.20; 58, \$291.20; 82, \$539.50.
 Class 76. Portsmouth—A quantity of hinges, buttons, brads, engineers' folding scales, etc.—Bidder 24, \$252.75; 58, *\$228.55; 82, \$428.40.
 Class 77. League Island—A quantity of bolts, nuts, rivets, screws, washers, buttons, catches, chain, hinges, nails, rings, spikes, staples, wire twist drills, etc.—Bidder 24, *\$46.42; 57, \$62.71; 82, \$51.23.
 Class 78. Portsmouth—10 duplex model 38 instruments with ammeters on both sides—Bidder 12, *\$387; 101, \$456.60.
 Class 79. League Island—975 lbs. strip brass—Bidder 13, *\$284.06; 34, \$284.06; 85, \$284.06.
 Class 80. League Island—7,000 lbs. bar iron—Bidder 8, \$160.30; 13, \$147; 64, \$137.20; 91, \$210; 96, *\$131.60.
 Class 81. New York—195,500 lbs. bar iron—Bidder 30, \$7,311.70; 52, *\$7,722.25.
 Class 82. League Island—A quantity of rod brass, sheet brass, sheet copper, hoop iron, sheet iron, soft solder, tool steel, sheet zinc, etc.—Bidder 8, \$93.76; 24, *\$87.79; 46, \$241; 57, \$101.10.
 Class 83. League Island—75 lbs. strip rubber—Bidder 4, \$90; 27, \$87.75; 30, \$72.75; 51, \$93.75; 73, \$93.75; 77, \$75; 92, *\$70.50; 98, \$77.25.
 Class 84. Portsmouth—250 lbs. gum gasket material—Bidder 4, \$300; 27, \$292.50; 51, \$312.50; 73, \$312.50; 92, *\$237.50; 98, \$257.50.
 Class 85. New York—4,900 lbs. rubber sheet packing—Bidder 4, *\$3,430; 27, \$3,626; 30, \$4,753; 50, \$4,630.50; 51, \$5,635; 73, \$5,635; 98, \$3,920.
 Class 86. New York—1,400 lbs. rubber sheet packing—Bidder 4, \$980; 27, \$1,036; 30, \$1,358; 50, \$1,323; 51, \$1,330; 73, \$1,610; 98, *\$798.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 87. New York—162 ft. suction hose—Bidder 73, \$291.00; 92, *\$149.04; 98, \$162.

Class 88. New York—2,900 lbs. rubber matting—Bidder 4, \$580; 27, \$435; 29, \$580; 30, \$986; 50, \$432.10; 51, \$377; 54, \$435; 56, *\$422; 58, \$696; 73, \$464; 92, \$580; 98, \$725.

Class 89. New York—8,000 lbs. lubricool—Bidder 21, *\$520; 22, \$680; 92, \$520.

Class 90. New York—70 lbs. rubber cement—Bidder 38, \$33.60; 54, \$31.50; 92, \$105; 93, *\$19.25; 102, \$35.

Class 91. New York—300 lbs. Tripoli composition—Bidder 14, \$10.50; 57, \$10.20; 58, \$13.20; 93, *\$9.60; 102, \$15.

Class 92. New York—700 gals. linoleum glue—Bidder 5, \$1,288; 54, \$1,470; 58, \$1,773.80; 72, \$1,379; 77, *\$1,225; 82, \$1,575; 86, \$1,470; 102, \$1,750.

Class 93. League Island—2 brass lock cocks and a quantity of couplings, tees, elbows, copper pipe, lead pipe, rubber plugs, globe valves, washers, etc.—Bidder 23, *\$18.84.

Class 94. New York—13,000 ft. leather—Bidder 29, *\$314.80; 44, \$326.10; 55, \$47.25; 57, \$345.80; 58, \$315; 60, \$346.48; 69, \$402.

Class 95. New York—3,000 lbs. strawboard—Bidder 8, \$90; 14, \$57; 29, *\$53.85; 38, \$65.85; 58, \$66; 97, \$59.37.

Class 96. League Island—2 flat cars—Bidder 23, \$180; 28, \$210; 63, \$170; 90, \$250; 104, *\$165.

Class 97.—Boston—2 complete sets diving apparatus—Bidder 53, *\$2,098.

Class 98. League Island—Spare parts for diving apparatus—Bidder 53, *\$354.39.

Class 99. League Island—A quantity of white-ash oars—Bidder 58, \$53.10; 100, *\$37.89.

SCHEDULE 485.—Bureau of Steam Engineering and Supplies and Accounts.

Class 101. Washington—60 rms. emery cloth—Bidder 1, *\$468; 14, \$546; 23, \$630; 30, \$702; 36, \$490; 55, \$491.40; 76, \$576.60; 83, \$520; 93, \$616.40; 97, \$600.25.

Class 102. Boston—1 15-in. post shaper—Bidder 37, \$390; 55, \$380; 60, \$370 and \$385; 74, *\$295.50.

Class 103. New York—24,000 ft. white ash—Bidder 2, \$1,728; 19, \$1,656; 20, \$1,800; 30, \$2,640; 31, \$1,737.60; 84, \$1,776; 99, \$1,797.60; 105, *\$1,656.

Class 104. New York—10,000 ft. white cedar—Bidder 19, *\$800; 42, \$809.45.

Class 105. New York—15,000 ft. spruce—Bidder 2, \$675; 19, \$495; 30, \$1,350; 45, *\$437.25; 105, \$585.

Class 106. New York—27,500 ft. white oak—Bidder 2, \$1,995; 19, *\$1,762.50; 30, \$2,615; 31, \$2,120.25.

Class 107. New York—A quantity of white pine—Bidder 2, \$8,475; 19, \$8,170; 20, \$8,173.50; 31, \$8,454; 45, \$7,721; 99, \$9,395; 105, *\$7,689.

OPENED MAY 8, 1906.

- Bidder 1. Wolf Albert, Norfolk, Va.
2. Armour & Co., 204 La Salle street, Chicago, Ill.
3. Alexander W. Arthur, 279 Thames street, Newport, R. I.
4. Anchor Lamp Co., 258 Broadway, New York.
5. Ammon & Mackall, 81 Chambers street, New York.
6. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.
7. Atlantic Hotel Supply Co., 676 Hudson street, New York.
8. American Tube Works, 95 Broad street, Boston, Mass.
9. American Vitriified Conduit Co., 23d street and Broadway, New York.
10. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.
11. American Steam Gauge and Valve Co., 220 Camden street, Boston, Mass.
12. American Ice Co., 331 Park avenue, Brooklyn, N. Y.
13. American Ice Co., 600 Arch street, Philadelphia, Pa.

14. Ansonia Brass and Copper Co., 99 John street, New York.

15. American Mason Safety Tread Co., Old South Building, Boston, Mass.

16. American Emery Wheel Works, East River and Pittman street, Providence, R. I.

17. John T. Bolton, Norfolk, Va.

18. Andrew C. Brown, southeast corner of 17th and Catherine streets, Philadelphia, Pa.

19. John Brown & Sons, 722 East Pratt street, Baltimore, Md.

20. Bridgeport Safety Emery Wheel Co., Bridgeport, Conn.

21. Belmont Iron Works, 22d street and Washington avenue, Philadelphia, Pa.

22. A. F. Brombacker, 81 Fulton street, New York.

23. Bridgeport Brass Co., 253 Broadway, New York.

24. Benedict & Burnham Manufacturing Co., 99 John street, New York.

25. James J. Brady, 1229 S. 16th street, Philadelphia, Pa.

26. Berry & Aikens, 36th and Wharton streets, Philadelphia, Pa.

27. F. S. Banks & Co., 93 Warren street, New York.

28. Thomas Bradley, northwest corner of Market and 21st streets, Philadelphia, Pa.

29. Blacker & Shepard Co., 350 Albany street, Boston, Mass.

30. Bridgman Bros. Co., 1426 Washington avenue, Philadelphia, Pa.

31. George D. Boulton, Kittery, Me.

32. David C. Bradley, 15 Dock street, Philadelphia, Pa.

33. E. L. Barlow, 810 Crawford street, Portsmouth, Va.

34. W. H. Belford, Wallabout Market, Brooklyn, N. Y.

35. Bay State Clean Towel Co., 60 Park Square, Boston, Mass.

36. Boston Dairy Co., 484 Rutherford avenue, Charlestown, Mass.

37. Berwind-White Coal Mining Co., 1 Broadway, New York.

38. Bertie Baker, 1110 White street, Key West, Fla.

39. Max Brenner, Norfolk, Va.

40. Frank N. Billisoly, Portsmouth, Va.

41. George Bauer, Warrington, Fla.

42. John S. Bell & Sons, 214 South Palafox street, Pensacola, Fla.

43. C. Bart & Co., 77 Market street, Charleston, S. C.

44. P. A. Becker, 531 French street, Erie, Pa.

45. Harry L. Brewer, 106 Church street, Annapolis, Md.

46. C. Brookmyer & Co., Port Royal, S. C.

47. Brawley & Smith, Real Estate Trust Building, Philadelphia, Pa.

48. Boston Provision and Ship Supply Co., Hanover street, Boston, Mass.

49. Boston Picking Co., 103 Merrimac street, Boston, Mass.

50. Brooklyn Fire Brick Works, 88 Van Dyke street, Brooklyn, N. Y.

51. Boston Ice Co., 110 State street, Boston, Mass.

52. T. D. Baker Co., 721 Washington street, Boston, Mass.

53. J. H. Branch & Co., 201 South street, Portsmouth, Va.

54. Binney & Smith Co., 81 Fulton street, New York.

55. J. H. & U. S. Brown, 107 Main street, Charlestown, Mass.

56. Brown & Sharpe Manufacturing Co., Providence, R. I.

57. Bell Manufacturing Co., 117 North Main street, St. Louis, Mo.

58. Birdsboro Steel Foundry and Machine Co. Birdsboro, Pa.

59. Ferd Brenner Lumber Co., Norfolk, Va.

60. Carnegie Steel Co., Pittsburg, Pa.

*Accepted.

Schedule of proposals for naval supplies—Continued.

61. Wm. T. Conley, 70 Chelsea street, Boston, Mass.
62. Wm. G. Carson, 23d and Christian streets, Philadelphia, Pa.
63. R. B. Corey, 39 Cortlandt street, New York.
64. Carpenter Steel Co., Reading, Pa.
65. Consolidated Coal Co., Continental Building, Baltimore, Md.
66. James Clendenin, Thames and Caroline streets, Baltimore, Md.
67. Alex. Campbell Milk Co., 802 Fulton street, Brooklyn, N. Y.
68. Wm. Wirt Clark & Son, 546 Monument street, Baltimore, Md.
69. Cuyler & Mohler, 61 William street, Baltimore, Md.
70. John A. Codd, City Market, Portsmouth, Va.
71. Conrow Bros. Co., 40 Tenth avenue, New York.
72. R. P. Clark Co., Washington, D. C.
73. Philip Carey Manufacturing Co., 114 Liberty street, New York.
74. Wm. James Codd, 325 Hatton street, Portsmouth, Va.
75. Jefferson W. Cohron, Warrington, Fla.
76. Consumers Ice and Cold Storage Co., Key West, Fla.
77. F. H. & A. H. Chappell Co., Banks street, New London, Conn.
78. Wm. E. Campbell, Port Royal, S. C.
79. Consumers' Coal Co., Gaillard and Concord streets, Charleston, S. C.
80. Columbia Hotel Supply Co., Washington, D. C.
81. Wm. Curry's Sons, 611 Front street, Key West, Fla.
82. Cambria Steel Co., Arcade Building, Philadelphia, Pa.
83. Consumers' Ice and Fuel Co., Pensacola, Fla.
84. Richard M. Cory, 438. Palafox street, Pensacola, Fla.
85. Castner, Curran & Bullitt, Arcade Building, Philadelphia, Pa.
86. Crucible Steel Co. of America, Pittsburg, Pa.
87. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
88. Cleveland Pneumatic Co., Hawthorne avenue, Cleveland, Ohio.
89. Carbon Steel Co., 32d and Smallman streets, Pittsburg, Pa.
90. Conant Bros., 18 Elm street, Boston, Mass.
91. Clark & Wilkins, 24th street and Eleventh avenue, New York.
92. Charles E. Danner & Co., 118 Bay street, Beaufort, N. C.
93. J. R. Donelly Co., 54 Classon avenue, Brooklyn, N. Y.
94. Davis Coal and Coke Co., Continental Building, Baltimore, Md.
95. Benjamin Dolphin, Warrington, Fla.
96. Delmonico Co., 136 Bull street, Savannah, Ga.
97. Derby Desk Co., 822 Chestnut street, Philadelphia, Pa.
98. Michael Dougherty, southeast corner 22d avenue and Carpenter street, Philadelphia, Pa.
99. Wm. Deering, 2219 South street, Philadelphia, Pa.
100. Davis Bakery, Inc., Norfolk, Va.
101. Chas. H. Dey & Co., 461 W. 164th street, New York.
102. John A. Dahn & Son, 1527 N. Oxford street, Brooklyn, N. Y.
103. Chas. Dunlop, 17 Broadway, New York.
104. J. Maury Dove Co., Washington, D. C.
105. Chas. A. Davis, Haverhill, Mass.
106. J. C. Ergood Co., Washington, D. C.
107. Fred P. Eichenlamb, 20 W. 12th street, Erie, Pa.
108. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
109. Elmer & Amend, 205 W. Third avenue, New York.
110. Chas. Este Co., 20th street and Glenwood avenue, Philadelphia, Pa.
111. Eastern Coal Co., 479 Meridian street, East Boston, Mass.
112. John W. Estes, Washington, D. C.
113. Electric Launch Co., Bayonne, N. J.
114. Eastwood & Jordan, City Market, Norfolk, Va.
115. Fiske Bros. Refining Co., 15 Old Slip, New York.
116. I. C. Fisher, 508 Court street, Brooklyn, N. Y.
117. J. H. Fowkes Co., 77 Washington street, North Boston, Mass.
118. Jas. Flynn, 21 State street, Portsmouth, N. H.
119. Friehofer Vienna Baking Co., 24th and Master streets, Philadelphia, Pa.
120. Adolph M. Ferguson, Key West, Fla.
121. Henry G. Friedman, 99 Bedford avenue, Brooklyn, N. Y.
122. George G. Fox Co., Ferrin street, Charlestown, Mass.
123. Jno. B. Flood, 120 Church street, Annapolis, Md.
124. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
125. R. Farland & Sons Co., 160 Portland street, Boston, Mass.
126. George W. Field, 630 Market street, Philadelphia, Pa.
127. The Fairbanks Co., 416 Broome street, New York.
128. Wm. M. Galt & Co., Washington, D. C.
129. H. L. Garrett & Son, 97 Market street, Portsmouth, N. H.
130. General Electric Co., Schenectady, N. Y.
131. Fannie Greenapple, Washington, D. C.
132. Julia Green, Port Royal, S. C.
133. Golden & Co., Washington, D. C.
134. Gantee & Son, 518 Market street, Philadelphia, Pa.
135. Gray & Prime, 111 Market street, Portsmouth, N. H.
136. J. W. Gammage & Co., 410 Fairfax avenue, Norfolk, Va.
137. W. D. Gill & Son, 107 President street, Baltimore, Md.
138. Wm. Geiger, 97 Warren street, New York.
139. Ellis A. Gimbel, Market and 9th streets, Philadelphia, Pa.
140. Wm. Gleichman, 244 Howard avenue, Brooklyn, N. Y.
141. Geo. C. Gallagher, 225 Wharton street, Philadelphia, Pa.
142. Chas. A. Gillingham, 1684 S. 12th street, Philadelphia, Pa.
143. L. F. Grammes & Son, Allentown, Pa.
144. Richard W. Geldart, 2 Stone street, New York.
145. Wm. Horn, 46 Water street, New York.
146. R. C. Hoffman & Co., Inc., Continental Building, Baltimore, Md.
147. Samuel E. Hunter, 84 Dey street, New York.
148. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
149. Hoge & McDowell Co., Washington, D. C.
150. Hanscomb Bros., 1311 Market street, Philadelphia, Pa.
151. John Holland, 3 Bow street, Portsmouth, N. H.
152. R. Hidden & Co., 2032 Aliceanna street, Baltimore, Md.
153. Joel Hillman, Washington, D. C.
154. Hoffmann, Meuser & Shaffner, 311 Holland street, Erie, Pa.
155. Thomas Henry, 449 Broadway, New York.
156. George P. Horgan, 224 Thames street, Newport, R. I.
157. Hatfield & Hills, Real Estate Trust Building, Philadelphia, Pa.
158. Handian-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
159. Charles Howell & Co., 212 Race street, Philadelphia, Pa.
160. R. Hoehn, 84 Evergreen avenue, Brooklyn, N. Y.
161. C. G. Hussey & Co., Pittsburg, Pa.
162. Holtzer-Cabbott Electric Co., Brookline, Mass.

Schedule of proposals for naval supplies—Continued.

163. Aaron Herchkovitz, Warrington, Fla.
164. E. F. Houghton & Co., 240 Somerset street, Philadelphia, Pa.
165. Harrington, King & Co., 79 Commercial street, Boston, Mass.
166. H. H. Intemann, 302 Flushing avenue, Brooklyn, N. Y.
167. Ingersoll-Rand Co., 11 Broadway, New York.
168. Jones & Laughlin Steel Co., Third avenue and Troy street, Pittsburg, Pa.
169. H. W. Johns-Manville Co., 100 William street, New York.
170. Jenkins Manufacturing Co., 13 Park Row, New York.
171. George R. Johnson, American Building, Baltimore, Md.
172. Jung & Sons Coal Co., New Orleans, La.
173. Wm. Johnson & Co., foot of Laurens street, Charleston, S. C.
174. Lewis H. Jones, Detroit, Mich.
175. George V. Johnson, Green street, Key West, Fla.
176. S. O. Johnson, 515 Eaton street, Key West, Fla.
177. Charles R. Johnson, Norfolk, Va.
178. Alfred E. Jones, 466 Washington avenue, Chelsea, Mass.
179. Lawrence M. Greason, 95 Long wharf, Newport, R. I.
180. John Gately, 197 Flushing avenue, Brooklyn, N. Y.
181. Moses S. Gardner, 411 Whitaker street, Savannah, Ga.
182. Furman L. Kneeland, 61 Hudson street, New York.
183. Max Kline, Pensacola, Fla.
184. W. H. Kilburn, & Co., Portsmouth, N. H.
185. J. B. Kendall, Washington, D. C.
186. Kolb's Bakeries, 1403 S. 10th street, Philadelphia, Pa.
187. Keuffel & Esser Co., 127 Fulton street, New York.
188. E. F. Keating Co., 452 Water street, New York.
189. Kalt Lumber Co., 312 E. 64th street, New York.
190. John B. Kimberly, Fort Monroe, Va.
191. Wm. T. Libby, 9 Broadway, Newport, R. I.
192. Elmer C. Langton, Kittery, Me.
193. Robert A. Long, Bay street, Beaufort, S. C.
194. Thomas A. Lumley, Key West, Fla.
195. John Lucas & Co., 322 Race street, Philadelphia, Pa.
196. Long Island Charcoal Co., 78 N. 6th street, Brooklyn, N. Y.
197. Robert Leding, Washington, D. C.
198. J. E. Lewis & Co., 132 Winisimitt street, Chelsea, Mass.
199. Ellen Levins, 1601 Wharton street, Philadelphia, Pa.
200. Alfred Lowey, 32 S. Front street, Philadelphia, Pa.
201. Lawless Sons, 833 Washington street, New York.
202. J. H. Leonard & Co., 15 Park Row, New York.
203. W. R. Mayo & Sons, Norfolk, Va.
204. Manning, Maxwell & Moore, 85 Liberty street, New York.
205. Jas. P. Marsh & Co., 224 E. Washington street, Chicago, Ill.
206. J. S. Miller, Portsmouth, Va.
207. Wm. G. Maupin, 213 Queen street, Portsmouth, Va.
208. Midvale Steel Co., P. O. box 1606, Philadelphia, Pa.
209. Merchants' Bakery, Inc., Norfolk, Va.
210. D. F. Miller Co., 155 W. Wallabout Market, Brooklyn, N. Y.
211. McCarthy Bros., 41 Linwood street, Somerville, Mass.
212. Metropolitan Coal Co., 30 Congress street, Boston, Mass.
213. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
214. John H. Monteath Co., 184 Lewis street, New York.
215. Manhattan Supply Co., 127 Franklin street, New York.
216. R. H. Macy & Co., 34th and Broadway, New York.
217. Henry B. Myers Co., 49 West street, Annapolis, Md.
218. Mark Manufacturing Co., First National Bank Building, Chicago, Ill.
219. Jas. E. Morrison Co., 153 Chambers street, New York.
220. Model Gas Engine Works, 21 Produce Exchange, New York.
221. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
222. Montgomery & Co., 105 Fulton street, New York.
223. Aaron Marks, Norfolk, Va.
224. Keasbey & Mattison Co., Ambler, Pa.
225. Nelson Morris & Co., Union Stockyards, Chicago, Ill.
226. P. J. Morrison, 69 Columbia street, Brooklyn, N. Y.
227. Robert Murphy, Washington, D. C.
228. Miller & Burkett, 360 W. 8th street, Erie, Pa.
229. Marsh & Shanahan, 22 Commercial street, Newport, R. I.
230. Maloney & Carter, Charleston, S. C.
231. Edward E. Moulton, Kittery, Me.
232. Mill Street Laundry, 14 Mill street, Newport, R. I.
233. Margentroff Co., 149 Church street, Charleston, S. C.
234. McCann Bros., 1138 Washington avenue, Philadelphia, Pa.
235. Henry I. Meader, Washington, D. C.
236. Mitchell, Fletcher & Co., Inc., 18th and Chestnut streets, Philadelphia, Pa.
237. John Moonan, 429 West street, New York.
238. Maryland Coal and Coke Co., Union Trust Building, Baltimore, Md.
239. McCambridge & Co., Ltd., 525 Cherry street, Philadelphia, Pa.
240. P. R. Mitchell Co., 185 Canal street, New York.
241. National Coal Co., Lombard and Gay streets, Baltimore, Md.
242. New Jersey Foundry and Machine Co., 9 Murray street, New York.
243. Nason Manufacturing Co., 71 Beekman street, New York.
244. National Gauge Co., 88 Walker street, New York.
245. Nottingham & Wrenn Co., Norfolk, Va.
246. National Meter Co., 84 Chambers street, New York.
247. National Electrical Supply Co., Washington, D. C.
248. Neems & Co., 30 N. 4th street, Philadelphia, Pa.
249. A. F. Naw, 232 High street, Portsmouth, Va.
250. New England Bolt and Steel Co., Boston, Mass.
251. Oliver Machinery Co., Grand Rapids, Mich.
252. S. Obermayer Co., Cincinnati, Ohio.
253. J. Edw. Ogden Co., 147 Cedar street, New York.
254. Arthur L. Olsson, 103 Pioneer street, Brooklyn, N. Y.
255. Andrew Paul, 2200 Bainbridge street, Philadelphia, Pa.
256. Penn Steel Casting and Machine Co., Chester, Pa.
257. Uriah A. Pollock, 315 N. Howard street, Baltimore, Md.
258. Pettinos Bros., Bethlehem, Pa.
259. Paul Bros., Kittery, Me.
260. J. W. Paxson Co., 1021 N. Delaware avenue, Philadelphia, Pa.
261. Pennsylvania Iron Works Co., 50th and Lancaster streets, Philadelphia, Pa.
262. H. P. Pillsbury, Washington, D. C.
263. D. Pender Grocery Co., Norfolk, Va.
264. Ira W. Paine, Washington.
265. Geo W Pryor & Sons, Pensacola, Fla.

Schedule of proposals for naval supplies—Continued.

266. Fred. C. Peters, 314 King street, Charleston, S. C.
 267. James L. Paul, Port Royal, S. C.
 268. M. P. Palmers, 15 W. Strong street, Pensacola, Fla.
 269. Clarence M. Prince, Kittery, Me.
 270. S. M. Price, Machinery Co., Norfolk, Va.
 271. The Porter Co., 194 Water street, New York.
 272. G. P. Putnam Sons, 27 W. 23d street, New York.
 273. Seymour L. Preston, Harrison Building, Philadelphia, Pa.
 274. Pettit & Read, 13 Harrison street, New York.
 275. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
 276. Jas. Rowland & Co., 84 Hudson street, New York.
 277. J. W. Rowe Co., Inc., Hampton, Va.
 278. Rome Brass and Copper Co., Rome, N. Y.
 279. A. M. Robertson, Portsmouth, Va.
 280. Chas. L. Rickerson, 212 West street, New York.
 281. Edw. Reese & Son, 412 W. Baltimore street, Baltimore, Md.
 282. John A. Rosenbaum, 318 Washington street, New York.
 283. G. R. Radford, 107 S. Main street, Bethlehem, Pa.
 284. Rudolph & West Co., Washington, D. C.
 285. Jos. Reyner, Newport News, Va.
 286. H. A. Rogers Co., 19 John street, New York.
 287. G. B. Reynolds Co., 311 Thames street, Newport, R. I.
 288. Benj. T. Russell, Annapolis, Md.
 289. Randolph-Clowes Co., Waterbury, Conn.
 290. J. B. Roache, 350 Fulton street, Brooklyn N. Y.
 291. John T. Reagan, 480 Thames street, Newport, R. I.
 292. Wm. Roesch, 834 N. 2d street, Philadelphia, Pa.
 293. F. Sharp & Sons, Washington, D. C.
 294. Sayles, Zahn & Co., 126 Sixth avenue, New York.
 295. Swift & Co., Union Stock Yards, Chicago, Ill.
 296. Swift & Co., 32 Tenth avenue, New York.
 297. A. & L. G. Sigel, corner 19th and Market streets, Philadelphia, Pa.
 298. Star Towel Supply Co., 54 High street, Boston, Mass.
 299. R. F. Stevens Co., 92 Third avenue, Brooklyn, N. Y.
 300. Sands Bakery Co., 4th and French streets, Erie, Pa.
 301. Ellen Summons, Paris Island, Port Royal, S. C.
 302. J. G. Schuerger, Washington, D. C.
 303. Mrs. Kate Scott, Beaufort, S. C.
 304. Siegel Bros., 406 State street, Erie, Pa.
 305. B. F. Sturtevant Co., Hyde Park, Mass.
 306. Frederick W. Schefer, jr., Port Royal, S. C.
 307. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
 308. Fred A. Schmidt, Washington, D. C.
 309. Siegel-Cooper Co., Sixth avenue and 18th street, New York.
 310. Strauss Bros., 619 Pacific street, Brooklyn, N. Y.
 311. Sun Co., Real Estate Trust Building, Philadelphia, Pa.
 312. A. N. Swallow & Co., 12 City Square, Charleston, S. C.
 313. Martin M. Smith, 132 Main street, Annapolis, Md.
 314. Schlandecker Bros., 905 State street, Erie, Pa.
 315. C. W. Smith, 128 Church street, Annapolis, Md.
 316. Lloyd I. Seaman Co., 148 Reed street, New York.
 317. Standard Scale and Supply Co., 243 Water street, Pittsburg, Pa.
 318. Charles A. Simmonds, 80 Chelsea street, Charlestown, Mass.
 319. Safety Amorite Conduit Co., Bailey-Farrell Building, Pittsburg, Pa.
 320. Standard Water Meter Co., 245 Robinson street, Brooklyn, N. Y.
 321. Simon & Elting, 194 Front street, New York.
 322. Standard Oil Co. of New Jersey, Baltimore, Md.
 323. Bernard M. Skinner, 537 W. 141st street, New York.
 324. James W. Sederquist, 8 Oliver street, Boston, Mass.
 325. W. & J. Sloane, Broadway and 19th street, New York.
 326. Scott & Paine Co., Chamber of Commerce, Boston, Mass.
 327. Strawbridge & Clothier, 801 Market street, Philadelphia, Pa.
 328. Charles Scribner's Sons, Inc., 153 Fifth avenue, New York.
 329. Joseph Sacco, 10 Deer street, Portsmouth, N. H.
 330. Standard Oil Co. of New York, 26 Broadway, New York.
 331. Stokes Bros. Co., 30th below Chestnut street, Philadelphia, Pa.
 332. James K. Shaw, 25 Duane street, New York.
 333. Wm. Sellers & Co., Inc., 1600 Hamilton street, Philadelphia, Pa.
 334. F. B. Stosser, Norfolk, Va.
 335. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
 336. Standard Electrical Manufacturing Co., 1432 Bedford avenue, Brooklyn, N. Y.
 337. Scovil Manufacturing Co., Waterbury, Conn.
 338. Standard Motor Construction Co., 180 Wharton street, Jersey City, N. J.
 339. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
 340. Sherman-Brown-Clements Co., 80 Murray street, New York.
 341. P. A. Swartz, 1105 South Broad street, Philadelphia, Pa.
 342. A. P. Swoyer Co., 17 N. 17th street, Philadelphia, Pa.
 343. G. H. Schrock, 291 Pearl street, New York.
 344. Taunton-New Bedford Copper Co., New Bedford, Mass.
 345. Edw. B. Townsend, 27 Kilby street, Boston, Mass.
 346. Charles J. Tagliabue Manufacturing Co., 53 Fulton street, New York.
 347. Nathan Tufts & Sons, 52 Warren avenue, Charlestown, Mass.
 348. Charles Tisdall & Co., 130 Broadway, Newport, R. I.
 349. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
 350. Walter B. Tufts, 96 John street, New York.
 351. Edw. A. Temple, 100 William street, New York.
 352. J. M. Umstader, Norfolk, Va.
 353. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
 354. Universal Supply Co., 290 Broadway, New York.
 355. Vermilye & Power, 17 Battery place, New York.
 356. Joseph B. Van Dusen, jr., Girard Building, Philadelphia, Pa.
 357. Conrad Winkler, 243 Price street, Savannah, Ga.
 358. J. L. Watrus, Key West, Fla.
 359. Western Electric Co., West street, New York.
 360. Wetherill Bros., 126 S. 30th street, Philadelphia, Pa.
 361. David J. Woods, 718 S. 20th street, Philadelphia, Pa.
 362. F. Weber & Co., 1125 Chestnut street, Philadelphia, Pa.
 363. Geo. L. Walker, 163 Hudson street, Somerville, Mass.
 364. E. F. Wehmann, Public Market, Charleston, S. C.

Schedule of proposals for naval supplies—Continued.

365. Welch & Eason, 183 Meeting street, Charleston, S. C.
 366. Westinghouse Electric and Manufacturing Co., East Pittsburg, Pa.
 367. Peter Woll & Sons, Mascher and Berks streets, Philadelphia, Pa.
 368. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 369. Moses White, Warrington, Fla.
 370. Chas. J. Whittenberg, 11 Broadway New York.
 371. H. B. Walker, 238 23d street, Newport News, Va.
 372. Walker & Keppler, 531 Chestnut street, Philadelphia, Pa.
 373. Wanamaker & Brown, 6th and Market streets, Philadelphia, Pa.
 374. Josephus Wells, Washington.
 375. Norman Whitney, 160 Thames street, Newport, R. I.
 376. Thos. J. White, 222 Sands street, Brooklyn, N. Y.
 377. Louis Weil, 132 Bridge street, Brooklyn, N. Y.
 378. John Wanamaker, Broadway and 10th street, New York.
 379. John Wanamaker, 13th and Market streets, Philadelphia, Pa.
 380. O. L. Williams, 209 South street, Portsmouth, Va.
 381. Edw. L. Wallace, 931 S. 22d street, Philadelphia, Pa.
 382. Water Front Coal Co., Inc., 1 Nivison, Norfolk, Va.
 383. Watson & Pittinger, 420 Carrol street, Brooklyn, N. Y.
 384. Louis Wasserman, Norfolk, Va.
 385. Wm. A. Wright, 1029 Atlantic avenue, Brooklyn, N. Y.
 386. H. A. Yeaton & Son, 141 Market street, Portsmouth, N. H.
 387. Wm. P. Youngs & Bros., 35th street and First avenue, New York.
 388. Wm. J. Zeh Co., Washington, D. C.
 389. Chase Rolling Mill Co., North Main street, Waterbury, Conn.
 390. Consumers' Ice and Fuel Co.
 391. Bush, Mary E.
 392. Trevor & Morris.

SCHEDULE 456.—Naval Home.

- Class 1. Meats—Bidder 28, *\$6,616.50; 32, \$8,848; 292, \$6,739.50; 297, \$7,864.
 Class 2. Groceries—Bidder 62, \$6,557.15; 99, *\$5,915.50; 150, \$6,267.25; 200, \$6,436.40; 236, \$6,711.21; 361, \$7,135.55; 381, \$7,246.60.
 Class 3. 9,000 lbs. butter and 6,500 doz. eggs—Bidder 62, \$4,009.10; 99, *\$3,642.50; 150, \$3,770.
 Class 4. 40,000 lbs. fresh vegetables and 80,000 lbs. potatoes—Bidder 62, \$2,500; 361, *\$1,870; 381, \$2,000.
 Class 5. 5,000 lbs. fresh fish and 40,000 oysters or clams—Bidder 62, \$730; 361, *\$462.50; 381, \$775.
 Class 6. 12,000 lbs. Vienna bread, 30,000 lbs. fresh bread, and 4,000 lbs. best bran bread—Bidder 119, \$1,840; 150, *\$1,380; 186, \$1,587; 199, \$1,596.20.
 Class 7. 600 lbs. soda biscuit, 2,900 assorted pies, 2,500 lbs. sweet biscuit, and 600 lbs. soda crackers—Bidder 150, *\$7.21.
 Class 8. 45,000 qts. fresh milk—Bidder 98, *\$2,245.50.
 Class 9. 100 tons ice—Bidder 13, \$672; 255, *\$540.
 Class 10. Soap, metal polish, bath brick, starch, indigo, matches, soda, stove polish, fly paper, candles, sapollo, and washing soda—Bidder 57, Informal; 62, \$587.20; 99, *\$497.55; 200, \$524.22; 307, \$524.32; 361, \$524.15; 381, \$537.60.
 Class 11. Oil, sal ammoniac, acid, elevator dressing, alcohol, concentrated lye, wax, borax, camphor, etc.—Bidder 142, \$205.28; 307, *\$182.07.
 †Class 12. 1,000 tons coal and 75 bu. charcoal—Bidder 13, \$5,093.75.
 Class 13. Overcoats, coats, trousers, vests, caps, underwear, hats, suspenders, collars, hose, and

miscellaneous clothing—Bidder 134, \$5,595; 373, *\$5,231.35.

Class 14. Boots, shoes, and slippers—Bidder 134, \$1,070; 373, *\$936.40.

Class 15. Blankets, sheeting, pillow-case muslin, toweling, linen cloth, bed spreads, linen thread, etc.—Bidder 139, *\$470.20; 327, \$540.87; 379, \$513.30.

Class 16. Bed spreads, spittoons, washboards, pails, clothespins, laundry baskets, stepladders, flat irons, stoves, etc.—Bidder 62, \$762.76; 126, \$547.20; 139, *\$431.25.

Class 17. Hose, waste, sponges, rubber matting, packing, chamois skins, twine, rubber thread, belt lacing, etc.—Bidder 26, \$1,266.40; 126, *\$700.80.

Class 18. Sash tools, brushes, brooms, and dusters—Bidder 248, *\$246.65; 307, \$278.50.

†Class 19. Lime, sand, cement, etc.—Bidder 26, \$305.75.

Class 20. Lumber—Bidder 108, \$1,321; 110, *\$1,187.50; 137, \$2,556.33; 331, \$1,244.15; 368, \$1,686.

Class 21. Glass—Bidder 195, \$76.19; 307, *\$59.45.

Class 22. Paints, oils, and colors—Bidder 142, \$1,153.24; 159, *\$1,124.34; 195, \$1,183.80; 307, \$1,217.65; 339, \$1,182.30.

Class 23. 3,000 lbs. white lead and 2,000 lbs. white zinc—Bidder 142, *\$337.50; 159, \$407.25; 195, \$390; 360, Informal.

Class 24. Tin, zinc, emery, sheet copper, wire, and miscellaneous hardware—Bidder 126, *\$472.13; 307, \$367.50.

Class 25. Kitchen utensils—Bidder 126, \$534.10; 331, *\$385.61; 327, \$419.04.

Class 26. Plumbers' supplies—Bidder 239, *\$562.28.

Class 27. Pipe and fittings—Bidder 30, *\$461.55; 126, \$578.10.

†Class 28. Electrical supplies—Bidder 26, \$1,122.66.

Class 29. Forage—Bidder 18, *\$244.80; 341, \$280.31.

SCHEDULE 457.—Medicine and Surgery.

Class 31. Meats—Bidder 129, *\$1,580.20; 151, \$1,780.70; 259, \$1,668.60; 269, \$1,779.80.

Class 32. Provisions—Bidder 129, *\$1,035; 259, \$1,074.77; 269, \$1,089.20.

Class 33. Butter, cheese, and eggs—Bidder 129, *\$773; 259, \$852.50; 169, \$885.

Class 34. Ice—Bidder 129, \$400; 192, *\$300; 259, \$500.

Class 35. Cream and milk—Bidder 129, \$257; 231, *\$240.50; 259, \$279.80.

Class 36. Bread—Bidder 118, *\$392; 129, \$400.

Class 37. Fresh vegetables—Bidder 129, *\$274.25; 269, \$337.90.

Class 38. Bluing, brooms, brushes, buckets, lye, candles, matches, oil, toilet paper, etc.—Bidder 129, *\$128.75; 216, \$213.14.

SCHEDULE 458.—Medicine and Surgery.

Class 41. Meats—Bidder 61, \$4,227.90; 318, *\$4,175.80.

Class 42. Provisions—Bidder 61, *\$1,352.90; 312, \$1,552.90; 318, \$1,400.80.

Class 43. Butter, cheese, and eggs—Bidder 61, \$1,812.90; 312, \$1,881; 318, *\$1,770.70.

Class 44. Ice—Bidder 36, *\$600; 51, \$600.

Class 45. Milk and cream—Bidder 61, \$1,242; 178, *\$1,221.

Class 46. Bread—Bidder 60, \$969; 122, \$972; 155, *\$957.

Class 47. Fresh vegetables—Bidder 61, *\$631.45; 312, \$832; 318, \$666.55.

Class 48. Forage—Bidder 61, *\$275.30; 347, \$287.50.

Class 49. Bluing, brooms, brushes, buckets, lye, matches, oil, etc.—Bidder 61, \$178.25; 312, \$153.25; 318, *\$126.50.

SCHEDULE 459.—Medicine and Surgery.

Class 51. Meats—Bidder 145, \$3,946.40; 291, \$3,561.90; 348, \$3,630.35; 375, *\$3,306.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 52. Provisions—Bidder 156, \$2,483.90; 291, \$2,344.80; 348, *\$2,288.39; 375, \$2,527.75.

Class 53. Butter, cheese, and eggs—Bidder 156, \$2,351; 291, *\$1,985; 348, \$2,128; 375, \$2,075.

Class 54. Ice—Bidder 179, \$500; 291, *\$450;

Class 55. Milk and Cream—Bidder 291, *\$1,553.50; 318, \$1,863.50.

Class 56. Bread—Bidder 3, *\$812.50; 191, \$1,250; 291, \$1,125.

Class 57. Fresh vegetables—Bidder 291, *\$762.55; 348, \$778.96; 375, \$948.

Class 58. Bluing, brooms, brushes, buckets, lye, matches, oil, toilet paper, etc.—Bidder 156, \$134; 291, \$176.75; 348, *\$125.10; 375, \$148.50.

SCHEDULE 460.—*Medicine and Surgery.*

Class 61. Meats—Bidder 7, \$9,358.40; 34, \$10,250; 116, *\$7,855.60; 226, \$11,454.90; 309, \$12,271.69; 310, \$7,899.80; 376, \$8,500.50; 377, \$9,738.60.

Class 62. Provisions—Bidder 182, *\$5,687.37; 309, \$8,051.88.

Class 63. Butter, cheese, and eggs—Bidder 2, \$6,050.32; 34, \$6,075; 276, *\$5,576.30; 282, \$6,657.72; 295, \$6,488.75; 309, \$7,808.45; 316, \$5,717.

Class 64. Ice—Bidder 12, *\$750.

Class 65. Milk and cream—Bidder 67, \$2,475; 299, *\$2,380; 345, \$2,390.

Class 66. Bread—Bidder 121, *\$1,200.

Class 67. Fresh vegetables — Bidder 116, *\$1,661.90; 147, \$1,986.80; 210, \$2,367.80; 226, \$1,888.90; 310, \$1,538; 378, \$1,743.85.

Class 68. Forage—Bidder 166, \$646.85; 180, \$571.05; 237, \$671.80; 280, *\$623.59.

Class 69. Bluing, brooms, brushes, buckets, lye, matches, oil, toilet paper, etc.—Bidder 182, *\$196.80.

SCHEDULE 461.—*Medicine and Surgery.*

Class 71. Meats—Bidder 62, \$4,238.70; 292, *\$3,716.50; 297, \$3,836.20.

Class 72. Provisions—Bidder 62, \$3,403.73; 99, *\$3,195.35; 200, \$3,203.02; 236, \$3,414.89.

Class 73. Butter, cheese, and eggs—Bidder 62, \$1,997.15; 99, \$1,895; 316, *\$1,837.

Class 74. Ice—Bidder 13, \$450; 255, *\$360.

Class 75. Milk and cream—Bidder 98, *\$1,307.50.

Class 76. Bread—Bidder 119, \$800; 186, \$690; 199, *\$686.

Class 77. Fresh vegetables—Bidder 62, *\$1,899.30.

Class 78. Forage—Bidder 18, *\$368.20; 141, informal; 341, \$429.56.

Class 79. Bluing, brooms, brushes, buckets, lye, matches, oil, toilet paper, etc.—Bidder 99, *\$118.

SCHEDULE 462.—*Medicine and Surgery.*

Class 81. Meats—Bidder 80, \$3,872.89; 264, \$4,002.50; 374, *\$3,777.75.

Class 82. Provisions—Bidder 106, *\$1,814.25; 128, informal; 264, \$1,738.80; 281, unit prices.

Class 83. Butter, cheese and eggs—Bidder 80, \$1,689.25; 264, *\$1,486; 295, \$1,546.25.

Class 84. Ice—Bidder 374, *\$400.

Class 85. Milk and cream—Bidder 112, *\$797.50; 264, \$894.

Class 86. Bread—Bidder 264, *\$937.50.

Class 87. Fresh vegetables—Bidder 264, \$1,075.40; 374, *\$1,044.70.

Class 88. Forage—Bidder 128, \$256.86; 262, *\$233.55; 264, \$240.50.

Class 89. Bluing, brooms, brushes, lye, matches, oil, toilet paper, etc.—Bidder 264, \$155.30; 374, *\$136.70.

SCHEDULE 463.—*Bureau of Medicine and Surgery.*

Class 91. Meats — Bidder 70, *\$14,590.20; 74, \$20,446.50; 234, \$17,276.50; 384, \$18,163.70.

Class 92. Provisions—Bidder 33, *\$7,184.90; 136, *\$8,033.55; 263, \$7,969.92.

Class 93. Butter, cheese, and eggs—Bidder 33, \$6,845; 263, *\$6,260.50; 316, \$6,733.

Class 94. Ice—Bidder 206, \$1,080; 207, *\$960.

*Accepted.

Class 95. Milk and cream—Bidder 40, *\$4,803.20; 70, \$5,647; 279, \$5,402.

Class 96. Bread—Bidder 100, \$2,450; 209, \$2,695; 249, *\$2,030; 263, \$2,625.

Class 97. Fresh vegetables—Bidder 33, *\$1,924.70; 380, informal.

Class 98. Forage—Bidder 33, \$607.50; 53, \$619.65; 380, *\$602.05.

Class 99. Bluing, brooms, brushes, buckets, lye, matches, oil, toilet paper, etc.—Bidder 33, *\$392.10.

SCHEDULE 464.—*Bureau of Medicine and Surgery.*

Class 101. Meats—Bidder 96, \$1,036.70; 306, *\$1,012.45.

Class 102. Provisions—Bidder 92, \$595.60; 96, *\$510.50; 281, unit prices; 306, \$544.05.

Class 103. Butter, cheese, and eggs—Bidder 92, *\$275.80; 96, \$290.80; 306, \$322.

Class 104. Ice—Bidder 96, *\$64.80; 193, \$66; 306, \$90.

Class 105. Milk and cream—Bidder 92, *\$90; 301, \$70.

Class 106. Bread—Bidder 78, \$270; 92, *\$225; 96, \$315; 233, \$315; 306, \$281.25.

Class 107. Fresh vegetables—Bidder 92, \$180.10; 96, *\$153.02; 306, \$173.20.

Class 108. Bluing, brooms, brushes, buckets, lye, matches, oil, toilet paper, etc.—Bidder 92, \$61; 96, *\$48.35; 306, \$62.80.

SCHEDULE 465.—*Bureau of Medicine and Surgery.*

Class 111. Meats — Bidder 41, \$7,515.70; 42, *\$6,479.80; 75, \$6,464.70; 95, \$7,679.05.

Class 112. Provisions—Bidder 41, \$4,090.25; 95, \$5,429.10; 163, *\$3,814; 183, \$4,000.30; 265, \$5,033.73.

Class 113. Butter, cheese, and eggs—Bidder 41, \$3,526; 42, \$3,623; 95, \$4,640; 163, \$3,822.50; 183, *\$3,495; 265, \$3,945; 295, \$3,778.

Class 114. Ice—Bidder 41, \$1,170; 42, \$1,080; 45, \$720; 163, *\$540.

Class 115. Milk and cream—Bidder 42, *\$4,395; 95, \$6,762.

Class 116. Bread—Bidder 41, \$720; 42, \$700.20; 95, \$900; 163, \$702; 183, \$765; 300, *\$675.

Class 117. Fresh vegetables—Bidder 41, \$792.15; 42, \$1,329.55; 95, \$1,135.40; 163, *\$772.90; 265, \$813.65.

Class 118. Beer—Bidder 41, \$50; 95, *\$24; 183, \$48; 265, \$40.

Class 119. Forage — Bidder 41, \$285.25; 95, *\$249.50; 163, \$304.55; 183, \$269.70; 265, \$281.25.

Class 120. Bluing, brooms, brushes, buckets, lye, matches, oil, toilet paper, etc.—Bidder 41, *\$297.20; 95, \$337.08; 163, \$319.45; 183, \$418.75; 265, \$307.15.

SCHEDULE 480.

Class 121. Bidder 220, \$9,050, part; 261, *\$12,847.05; 338, \$14,550.

SCHEDULE 486.—*Yards and Docks and Supplies and Accounts.*

Class 131. Meats — Bidder 105, *\$10,200; 129, \$11,492.50; 259, \$10,675; 269, \$11,440.

Class 132. Fresh vegetables and sauerkraut—Bidder 105, *\$1,904; 129, \$1,940; 259, \$2,335.

Class 133. Bread—Bidder 105, *\$3,540; 118, \$4,488; 129, \$6,000; 259, \$6,000; 329, \$4,500.

Class 134. Cheese and butter — Bidder 105, \$3,127.50; 129, *\$3,000; 151, \$3,450; 259, \$3,735; 269, \$3,810.

Class 135. Forage—Bidder 184, \$2,228.50; 192, \$2,250.30; 386, *\$1,897.87.

† Class 136. Washing towels—No bids.

SCHEDULE 487.—*Yards and Docks, Equipment, and Supplies and Accounts.*

Class 141. Meats—Bidder 48, \$38,930; 52, \$39,239; 61, *\$37,088; 225, \$38,970.

Class 142. Fresh vegetables and sauerkraut—Bidder 48, \$6,320; 52, *\$6,105; 61, \$6,250; 312, \$6,320; 318, \$6,739.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 143. Bread—Bidder 55, *\$8,160; 61, \$11,100; 122, \$9,330; 154, \$9,330.

Class 144. Cheese and butter—Bidder 48, \$11,840; 52, \$11,040; 61, *\$9,800; 312, \$9,860; 318, \$9,833.60.

Class 145. Ice—Bidder 36, *\$200; 51, \$320.

Class 146. Washing towels—Bidder 35, *\$70; 298, \$90; 363, \$135.

Class 147. Forage—Bidder 61, *\$1,832.25; 327, \$1,864.25; 347, \$1,988.75.

† Class 148. Tinning—No bids.

Class 149. For galvanizing—Bidder 250, *\$62.50.

SCHEDULE 488.—Navigation and Supplies and Accounts.

Class 151. Meats—Bidder 145, \$62,210.50; 153, \$66,150.50; 223, \$70,812.13; 291, *\$57,505.25; 348, \$61,945.11; 375, \$54,991.75.

Class 152. Provisions—Bidder 291, *\$26,946.37; 348, \$28,204.35; 375, \$29,009.75.

Class 153. Fresh vegetables—Bidder 153, \$31,680; 223, \$36,300; 291, *\$17,600; 348, \$18,480; 375, \$18,480.

Class 154. Bread—Bidder 3, *\$28,050; 191, \$30,387.50; 291, \$39,737.50.

Class 155. Cheese and butter—Bidder 133, \$31,515; 223, \$35,557.50; 291, \$31,377.50; 348, \$32,153; 375, *\$31,205.63.

Class 156. Forage—Bidder 229, *\$944.

Class 157. Ice—Bidder 179, \$240; 291, *\$216.

Class 158. For washing towels—Bidder 232, *24c. per doz.

SCHEDULE 489.—Ordnance.

Class 161. Forage—Bidder 229, \$660.15.

SCHEDULE 490.—Yards and Docks and Supplies and Accounts.

Class 171. Meats—Bidder 7, \$61,877.50; 34, \$82,850; 71, \$68,150; 116, \$61,465; 145, \$77,020; 153, \$72,895; 190, \$72,835; 225, \$67,187.50; 294, \$75,670; 296, \$68,115; 310, \$60,255; 376, \$61,292.50; 376, *\$61,292.50; 377, \$681.20.

Class 172. Provisions—Bidder 7, *\$26,785; 34, \$35,000; 71, \$29,425; 116, \$26,810; 145, \$31,550; 153, \$32,850; 225, \$29,895; 274, \$32,980; 296, \$31,685; 310, \$26,195; 376, \$27,318.50; 377, \$30,065.

Class 173. Fresh vegetables and sauerkraut—Bidder 34, \$10,545; 147, *\$9,710; 153, \$17,400; 199, \$14,666.66; 201, \$14,355; 210, \$15,275; 219, \$14,120.02; 226, \$10,720; 376, \$12,850; 377, \$12,250.

Class 174. Fresh vegetables and sauerkraut—Bidder 34, \$4,500; 147, *\$4,060; 153, \$7,200; 190, \$6,083.34; 201, \$5,940; 219, \$5,945; 226, \$4,445; 376, \$4,445; 377, \$5,250.

Class 175. Bread—Bidder 102, *\$11,390.

Class 176. Bread—Bidder 102, *\$5,162.50.

Class 177. Cheese and butter—Bidder 2, \$19,959; 34, \$17,928; 71, \$17,445; 133, \$18,475; 190, \$19,295; 219, \$19,247.10; 274, \$20,045; 276, *\$16,406; 282, \$21,516.50; 296, \$21,687.50.

Class 178. Cheese and butter—Bidder 2, \$9,066; 34, \$8,500; 71, \$7,920; 133, \$8,395; 190, \$8,755; 219, \$8,756.90; 274, \$9,105; 276, *\$7,434; 282, \$9,747.50; 296, \$9,837.50.

Class 179. Ice—Bidder 12, *\$1,540.

† Class 180. For washing towels—No bids.

Class 1804. Forage—Bidder 140, \$3,198.61; 237, *\$3,191.48; 280, \$3,218.60.

SCHEDULE 491.—Bureau of Ordnance.

Class 181. Forage—Bidder 280, *\$476.65.

Class 182. Forage—Bidder 237, *\$1,497.84.

SCHEDULE 492.—Bureaus of Yards and Docks and Supplies and Accounts.

Class 191. Meats—Bidder 25, *\$43,240; 28, \$47,484.50; 32, \$46,145; 62, \$50,162.50; 223, \$52,547.50; 225, \$44,827.50; 292, \$47,030; 297, \$51,980.

Class 192. Fresh vegetables—Bidder 25, *\$10,040; 32, \$10,820; 62, \$12,530; 292, \$12,730.

Class 193. Bread—Bidder 119, \$18,000; 186, *\$14,625; 199, \$14,985.

*Accepted.

Class 194. Cheese and butter—Bidder 25, *\$11,400; 62, \$12,396; 133, \$11,480.

Class 195. Ice—Bidder 13, \$662.40; 234, *\$414.

Class 196. Forage—Bidder 18, \$1,968.12; 141, informal; 341, \$2,118.25.

† Class 197. For washing towels—No bids.

SCHEDULE 493.—Bureau of Ordnance.

Class 201. Forage—Bidder 18, *\$271.07; 341, \$311.85.

SCHEDULE 494.—Bureaus of Navigation and Supplies and Accounts.

Class 211. Meats—Bidder 2, \$13,687.30; 153, \$13,812.50; 45, \$15,910; 225, *\$12,898; 295, \$15,071.25.

Class 212. Poultry—Bidder 2, \$409; 153, \$599; 45, \$509; 295, *\$454.75.

Class 213. Fresh vegetables and sauerkraut—Bidder 153, *\$2,375; 45, \$2,617.50; 223, \$3,125; 315, \$2,435.

Class 214. Bread—Bidder 313, *\$2,812.50; 315, \$3,000.

Class 215. Cheese and butter—Bidder 2, \$2,993; 153, \$2,874; 45, \$3,112; 223, *\$2,870; 295, \$2,900; 315, \$2,912.

† Class 216. Ice—No bids.

Class 217. Forage—Bidder 153, \$1,384.85; 217, *\$1,386.

Class 218. For washing towels—Bidder 288, *\$14.40.

SCHEDULE 495.—Yards and Docks, Medicine and Surgery, and Supplies and Accounts.

Class 221. Meats—Bidder 80, \$11,259.35; 131, \$13,300; 225, *\$10,497.28; 235, \$12,340; 295, \$11,175.50; 374, \$15,400.75.

Class 222. Meats—Bidder 80, \$6,860.95; 131, \$9,510; 235, \$7,680; 295, *\$6,415; 374, \$10,085.

Class 223. Fresh vegetables and sauerkraut—Bidder 131, \$1,270; 235, *\$1,025; 374, \$1,675.

Class 224. Fresh vegetables and sauerkraut—Bidder 131, \$3,165; 235, *\$2,227.50; 374, \$3,225.

Class 225. Bread—Bidder 235, *\$2,812.50; 302, \$2,156.25; 374, \$3,375.

Class 226. Bread—Bidder 235, *\$1,000; 302, \$812.50; 374, \$1,250.

Class 227. Cheese and butter—Bidder 80, \$1,500; 131, *\$1,375; 235, \$1,390; 374, \$1,540.

Class 228. Cheese and butter—Bidder 80, \$4,675; 131, \$4,275; 235, *\$4,050; 374, \$4,737.50.

Class 229. Ice—Bidder 374, *\$595.

† Class 230. For washing towels—No bids.

† Class 231. For washing towels—No bids.

Class 232. Forage—Bidder 128, \$2,507.84; 149, \$2,396; 151, \$2,040; 262, *\$2,315.80; 374, \$2,533.03.

SCHEDULE 496.—Ordnance.

Class 241. Forage—Bidder 128, \$225.50; 262, *\$221.55.

Class 242. Forage—Bidder 128, \$644.01; 262, *\$590.42; 374, \$633.22.

SCHEDULE 497.—Yards and Docks and Supplies and Accounts.

Class 251. Meats (Norfolk delivery)—Bidder 114, *\$50,027.50; 190, \$50,525; 223, \$54,526.25; 225, \$54,357.50; 334, \$56,510; 384, \$54,247.50.

Class 252. Fresh vegetables and sauerkraut (Norfolk delivery)—Bidder 114, \$9,495; 190, \$9,425; 223, \$13,755; 277, \$13,072.50; 334, \$10,650; 371, *\$9,333.

Class 253. Bread (Norfolk delivery)—Bidder 1, \$3,687.50; 39, *\$3,625; 100, \$4,062.50; 190, \$5,000; 209, \$3,812.50.

Class 254. Cheese and butter (Norfolk delivery)—Bidder 1, \$20,375; 114, \$19,187.50; 190, *\$18,750; 223, \$19,062.50; 277, \$25,250.

Class 255. Meats (Hampton Roads delivery)—Bidder 190, *\$23,332.50; 223, \$23,987.50; 225, \$23,545.25; 285, \$24,285.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 256. Fresh vegetables and sauerkraut (Hampton Roads and Newport News delivery)—Bidder 190, \$5,303.34; 223, \$8,060; 277, \$7,417.50; 285, \$6,045; 371, *\$5,325.

Class 257. Bread (Hampton Roads and Newport News delivery)—Bidder 190, \$3,000; 209, *\$2,812.50; 285, \$3,375.

Class 258. Cheese and butter (Hampton Roads and Newport News delivery)—Bidder 190, *\$5,000; 223, \$5,810; 277, \$7,560; 285, \$6,300.

Class 259. Ice—Bidder 206, \$1,375; 207, *\$1,225.

†Class 260. For washing towels—No bids.

Class 261. Forage—Bidder 33, \$2,221.52; 53, \$2,184; 380, *\$2,152.

SCHEDULE 498.—Ordnance.

Class 271. Forage—Bidder 33, \$351.50; 53, \$342; 380, *\$340.

SCHEDULE 499.—Supplies and Accounts.

Class 281. Meats—Bidder 2, *\$9,777.50; 266, \$9,940; 295, \$10,201.

Class 282. Fresh vegetables and sauerkraut—Bidder 43, \$2,701; 266, *\$2,521.

Class 283. Bread—Bidder 233, \$4,625; 266, *\$3,870; 364, \$4,500.

Class 284. Cheese and butter—Bidder 2, \$3,892.50; 266, \$3,465; 295, \$3,586.50; 365, *\$3,435.

†Class 285. For washing towels—No bids.

SCHEDULE 500.—Yards and Docks and Medicine and Surgery.

Class 291. Forage—Bidder 230 *\$391.

†Class 292. Ice—No bids.

†Class 293. Ice—No bids.

SCHEDULE 501.—Yards and Docks and Supplies and Accounts.

Class 301. Meats—Bidder 181, *\$1,708.50; 357, \$1,805.

Class 302. Fresh vegetables and sauerkraut—Bidder 92, \$725; 357, *\$602.50.

Class 303. Bread—Bidder 78, *\$243.75; 233, \$325.

Class 304. Cheese and butter—Bidder 92, *\$430.50; 306, \$528.

†Class 305. Ice—No bids.

Class 306. For washing towels—Bidder 132, 24c. per doz.; 303, 25c. per doz.

Class 307. Forage—Bidder 46, *\$202.50; 306, \$210.

SCHEDULE 502.—Bureaus of Supplies and Accounts and Medicine and Surgery.

Class 311. Meats—Bidder 175, \$3,657.50; 176, *\$3,512.50; 194, \$3,753.75.

Class 312. Fresh vegetables and sauerkraut—Bidder 175, \$750; 176, *\$757.50; 194, \$765.

Class 313. Bread—Bidder 175, *\$200; 176, \$225; 358, \$275.

Class 314. Cheese and butter—Bidder 175, \$400; 194, *\$370.

Class 315. Ice—Bidder 76, *\$300; 175, \$375; 176, \$4,125.

Class 316. For washing towels—Bidder 392, *\$50.

Class 317. For laundering towels and blankets—Bidder 392, *75c. per doz.

SCHEDULE 503.—Bureaus of Yards and Docks, Equipment, and Construction and Repair.

Class 321. Cartage, Yards and Docks—Bidder 31, item 1, \$5, item 2, \$3; 120, *\$5, *\$3.

Class 322. Cartage, Construction and Repair—Bidder 38, item 1, *\$5, item 2, *\$3; 120, unit prices.

†Class 323. Labor for handling coal—Bidder 38, unit prices; 120, unit prices.

†Class 324. Labor for handling coal—Bidder 38, unit prices.

*Accepted.

SCHEDULE 504.—Bureaus of Yards and Docks and Supplies and Accounts.

Class 331. Meats—Bidder 42, \$18,027.50; 295, *\$17,153.88.

Class 332. Fresh vegetables and sauerkraut—Bidder 41, \$2,660.63; 42, *\$2,577.20; 163, \$3,587.50; 183, \$2,670.33; 265, \$2,605.

Class 333. Bread—Bidder 42, \$5,348.75; 163, \$5,843.75; 183, *\$5,293.75; 265, \$3,250.

Class 334. Cheese and butter—Bidder 41, \$3,580; 42, \$3,250; 163, \$3,450; 183, \$3,100; 295, *\$2,985.50.

†Class 335. For washing towels—No bids.

Class 336. Ice—Bidder 83, unit prices; 95, *\$450.

Class 337. Forage—Bidder 41, *\$1,167.25; 163, \$1,519.75; 183, \$1,199.75; 265, informal.

†Class 338. Ice—No bids.

†Class 339. For washing towels—No bids.

SCHEDULE 505.—Supplies and Accounts.

Class 341. Meats—Bidder 107, \$3,537.50; 154, *\$2,764.83; 228, unit prices; 304, \$2,903.50; 314, \$3,084.50.

Class 342. Fresh vegetables and sauerkraut—Bidder 44, *\$392.50.

Class 343. Bread—Bidder 300, *\$700.

Class 344. Cheese and butter—Bidder 44, *\$852.

Class 345. Provisions—Bidder 44, \$193.

SCHEDULE 506.—Yards and Docks.

Class 351. Boston—25 tons anthracite coal—Bidder 212, *\$158.75.

Class 352. New London—20 tons anthracite coal—Bidder 77, *\$152.

Class 353. New York—250 tons egg and nut coal—Bidder 103, *\$1,467.50.

Class 354. New York—600 bu. pine charcoal—Bidder 196, *\$138; 323, \$144.

†Class 355. League Island—10,000 tons bituminous coal—Bidder 37, \$32,500; 65, \$34,000; 94, \$31,500; 157, \$33,700; 238, \$32,000; 283, \$33,500; 356, \$31,700; 370, \$32,700.

†Class 356. League Island—50 tons anthracite stove coal—Bidder 283, \$305; 356, \$300.

†Class 357. Norfolk—130 tons egg and furnace coal—Bidder 245, \$765; 382, \$757.

†Class 358. Norfolk—10,000 tons Pocahontas coal—Bidder 85, \$3.35 and \$3.46 per ton; 94, \$37,500; 238, \$35,000; 382, \$33,600.

Class 359. Charleston—30 tons stove coal—Bidder 79, \$297; 173, *\$295.50.

Class 360. Charleston—300 tons Pocahontas bituminous coal—Bidder 79, \$1,746; 173, *\$1,725.

†Class 361. Port Royal—16 cords of wood—No bids.

Class 362. Port Royal—25 tons anthracite coal—Bidder 173, *\$343.75.

Class 363. Pensacola—50 tons bituminous Jellico coal—Bidder 83, *\$287.50; 84, \$287.50.

Class 364. Pensacola—1,200 tons bituminous coal—Bidder 83, \$3,960; 84, *\$3,960; 268, \$4,020 and \$4,080.

Class 365. New Orleans—150 tons bituminous coal—Bidder 172, *\$918.

SCHEDULE 507.—Equipment.

Class 371. Boston—80 ton Lehigh anthracite coal—Bidder 212, *\$468; 345, \$760.

†Class 372. Boston—250 bu. hard-wood charcoal—Bidder 211, \$42.50.

Class 373. Boston—40 tons coke—Bidder 27, \$309.60; 94, *\$292; 144, \$308; 345, \$400.

Class 374. Boston—2,000 tons dry gas coke—Bidder 345, *\$14,400.

†Class 375. Boston—25 cords pine wood—No bids.

Class 376. Boston—250,000 gals. naphtha distillate—Bidder 330, *\$27,500.

Class 377. Newport—475 tons broken and stove anthracite coal—Bidder 287, *\$3,000.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 378. New York—25 tons hard-wood charcoal—Bidder 196, *\$450; 323, *\$495.

Class 379. New York—30,000 gals. fuel oil—Bidder 254, *\$1,269; 330, \$1,275.

SCHEDULE 508.—Navigation.

Class 381. Newport—300 tons white ash anthracite stove coal—Bidder 287, *\$1,995.

SCHEDULE 509.—Ordnance.

Class 391. Boston—10 tons stove coal—Bidder 212, *\$66.

Class 392. New York—3 tons bituminous coal for blacksmith's use—Bidder 103, *\$19.50.

Class 393. New York—1,750 tons stove, nut, egg, and broken coal—Bidder 103, *\$9,932.50.

Class 394. League Island—50 tons stove coal—Bidder 356, *\$362.50.

Class 395. Washington—17 tons egg and chestnut coal—Bidder 388, *\$221.

Class 396. Washington—3,050 tons egg and lump anthracite coal—Bidder 100, \$20,550; 388, *\$18,125.

Class 397. Washington—400 tons coke—Bidder 94, *\$2,140; 144, \$2,180 and \$2,320; 157, \$2,256; 388, \$2,980.

†Class 398. Washington—15,000 bu. pine charcoal—Bidder 323, \$2,325.

Class 399. Washington—500 cords pine wood—Bidder 91, \$4,500; 152, *\$2,300; 227, \$2,720.

Class 400. Indian Head—100 tons stove coal—Bidder 104, \$700; 388, *\$635.

Class 401. Norfolk—30 tons anthracite coal—Bidder 245, *\$216.25; 382, \$271.25.

SCHEDULE 510.—Construction and Repair.

Class 411. Portsmouth—60 tons coke—Bidder 27, \$419.40; 94, \$408; 144, \$448.80; 157, *\$374.40.

Class 412. Portsmouth—18,000 gals. fuel oil—Bidder 273, \$856.80; 330, \$918; 353, *\$900.

Class 413. Portsmouth—48,000 gals. gas oil—Bidder 330, *\$5,520; 353, \$5,820.

Class 414. Boston—30 tons Lehigh anthracite broken coal—Bidder 212, *\$175.50; 345, \$285.

Class 415. Boston—10 tons gas coke—Bidder 345, *\$72.

Class 416. Boston—200 bu. hard-wood charcoal—Bidder 211, *\$34.

Class 417. Boston—75,000 gals. fuel oil—Bidder 273, \$3,360; 311, \$3,250; 330, \$3,375; 353, *\$3,187.50.

Class 418. Boston—100 tons hard coke—Bidder 94, \$760; 144, \$765; 157, *\$725; 345, \$1,000.

Class 419. New York—250 tons anthracite pea coal—Bidder 103, *\$1,000.

Class 420. New York—400 tons Cumberland coking coal—Bidder 65, \$1,672; 94, *\$1,400; 103, \$1,680; 157, \$1,556.

Class 421. New York—150 tons Lehigh anthracite broken coal—Bidder 103, *\$892.50.

Class 422. New York—100 tons Mount Carbon coke—Bidder 94, *\$430; 103, \$850; 157, *\$85.

†Class 423. New York—2,000 bu. pine charcoal—Bidder 196, \$380; 323, \$310.

Class 424. New York—100,000 gals. fuel oil—Bidder 254, *\$4,230; 273, \$4,200; 330, \$6,587.50.

Class 425. League Island—38,600 gals. fuel oil—Bidder, 273, \$1,679.10; 311, \$1,312.40; 330, *\$1,215.90.

Class 426. League Island—500 tons bituminous coal—Bidder 65, \$1,825; 94, *\$1,575; 157, \$1,620; 356, \$1,850.

Class 427. League Island—140 tons Lehigh nut and stove coal—Bidder 356, *\$840.

Class 428. League Island—175 tons coke—Bidder 94, \$1,023.75; 157, *\$943.25.

†Class 429. League Island—600 bu. pine charcoal—Bidder 323, \$240.

Class 430. Washington—130 cords pine wood—Bidder 91, \$1,170; 152, *\$598; 227, \$733.20.

Class 431. Norfolk—100 tons coke—Bidder 144, \$675; 245, \$675; 382, *\$545.

†Class 432. Norfolk—175,000 gals. fuel oil—Bidder 273, \$8,557.50; 311, \$7,262.50; 330, \$8,050; 353, \$7,875

†Class 433. Norfolk—10,000 gals. gas oil—Bidder 353, \$1,137.50.

Class 434. Pensacola—50 tons bituminous coal for blacksmith's use—Bidder 83, \$255; 84, *\$237.50.

†Class 435. Pensacola—75 bu. hard-wood charcoal—Bidder 323, \$30.

Class 436. Pensacola—50 tons hard coke—Bidder 84, *\$375; 144, \$387.

†Class 437. New Orleans—500 tons bituminous lump coal—Bidder 172, \$2,910.

†Class 438. New Orleans—2,000 bbls. fuel oil—No bids.

SCHEDULE 511.—Steam Engineering.

Class 441. Portsmouth—200 tons bituminous coal—Bidder 135, *\$1,280.

†Class 442. Portsmouth—1,000 bu. hard pine charcoal—Bidder 323, \$300.

Class 443. Portsmouth—275 tons coke—Bidder 27, \$1,921.70; 94, *\$1,870; 144, \$2,048.75; 157, \$1,991.

Class 444. Portsmouth—15 cords hemlock wood—Bidder 31, *\$120.

Class 445. Portsmouth—150 tons Lehigh anthracite furnace coal—Bidder 31, \$1,125; 135, *\$1,087.50.

Class 446. Boston—100 tons Lehigh furnace coal—Bidder 212, *\$585; 345, \$950.

Class 447. Boston—20 tons gas-house coke—Bidder 345, *\$144.

Class 448. New York—400 tons bituminous coal for smith's use—Bidder 65, \$1,572; 94, *\$1,400; 103, \$1,680; 157, \$1,556.

Class 449. New York—500 tons Lehigh broken coal—Bidder 103, *\$2,975.

Class 450. New York—100 tons egg stove coal—Bidder 103, *\$585.

Class 451. New York—400 tons coke—Bidder 94, \$2,520; 103, \$2,980; 157, *\$2,396.

Class 452. New York—10,000 bu. pine charcoal—Bidder 196, *\$1,500; 323, \$1,550.

Class 453. New York—25 cords Virginia pine wood—Bidder 91, *\$250.

Class 454. League Island—500 tons bituminous coal—Bidder 65, \$1,700; 94, *\$1,575; 157, \$1,685; 283, \$1,675; 356, \$1,585; 370, \$1,635.

Class 455. League Island—100 tons anthracite coal—Bidder 283, \$610; 356, *\$600.

Class 456. Norfolk—150 tons Cumberland coal for blacksmith's use—Bidder 94, *\$667.50; 152, \$750; 241, \$820.50; 245, \$892.50; 382, \$727.50.

Class 457. Norfolk—600 tons Lehigh anthracite coal—Bidder 152, \$3,840; 245, \$3,660; 382, *\$3,390.

Class 458. Norfolk—2,500 bu. pine charcoal—Bidder 245, *\$625; 323, \$750.

Class 459. Norfolk—150 tons Connellsville ecok—Bidder 144, \$1,236; 245, *\$1,012.50.

Class 460. Norfolk—20 cords pine wood—Bidder 91, \$180; 245, *\$130.

Class 461. Pensacola—30 tons coke—Bidder 84, *\$252; 144, \$247.50.

†Class 462. Pensacola—300 bu. pine charcoal—Bidder 323, \$120.

†Class 463. Pensacola—15 cords pine wood—No bids.

Class 464. Pensacola—260 tons bituminous coal—Bidder 83, \$966; 84, *\$945; 268, \$670 and \$680.

SCHEDULE 512.—Supplies and Accounts and Secretary's Office.

Class 471. Portsmouth—165 tons egg, stove, nut, and furnace coal—Bidder 31, \$1,296.25; 135, *\$1,265.45.

Class 472. Portsmouth—10 cords hard wood and 10 cords pine wood—Bidder 135, *\$230.

†Class 473. Boston—45 tons anthracite coal—No bids.

†Class 474. Boston—402 tons stove, nut, and egg coal—Bidder 345, \$4,020.

†Class 475. Boston—10 tons anthracite coal—No bids.

†Class 476. Boston—10 tons anthracite coal—No bids.

†Class 477. Boston—10 cords oak wood and 8 cords kindling wood—No bids.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

†Class 478. Boston—10 cords oak wood and 5 cords pine kindling wood—No bids.

†Class 479. Boston—10 cords oak wood and 5 cords pine kindling wood—No bids.

†Class 480. Boston—100 cords oak wood and 20 cords pine kindling wood—No bids.

Class 481. Newport—150 tons anthracite stove coal—Bidder 287, *\$937.50.

Class 482. Training Station and War College—600 tons stove, egg, and broken coal—Bidder 287, *\$3,900.

Class 483. Training Station and War College—50 cords pine kindling wood, 50 cords oak, and 25 cords pine wood—Bidder 287, *\$1,237.50.

Class 484. New York—80 tons nut coal—Bidder 103, *\$600.

Class 485. New York—215 tons egg, furnace, stove, and nut coal—Bidder 103, *\$1,612.50.

Class 486. New York—10 cords oak wood and 10 cords kindling wood—Bidder 91, *\$240.

Class 487. League Island—400 tons anthracite coal—Bidder 356, *\$2,900.

†Class 488. League Island—25 cords wood—No bids.

Class 489. Naval Academy—1,375 tons nut, stove, egg, and furnace coal—Bidder 217, *\$8,725.

Class 490. Naval Academy—330 cords wood—Bidder 123, *\$2,026.20; 217, \$2,039.40.

Class 491. Naval Academy—225 tons nut, stove, egg, and furnace coal—Bidder 152, *\$1,687.50.

Class 492. Naval Academy—75 cords wood—Bidder 152, *\$612.50.

Class 493. Washington—1,400 tons nut, stove, egg, and furnace coal, and 220 cords wood—Bidder 104, \$12,586.30; 388, *\$11,635.

Class 494. Norfolk—300 tons nut, stove, egg, and furnace coal—Bidder 245, *\$2,175.

Class 495. Norfolk—50 tons bituminous coal—Bidder 245, *\$287.50.

Class 496. Norfolk—100 cords wood—Bidder 91, \$1,200; 245, *\$760.

†Class 497. Norfolk—15 tons nut, stove, egg, and furnace coal—No bids.

†Class 498. Norfolk—10 tons bituminous coal—No bids.

Class 499. Norfolk—10 cords wood—Bidder 91, *\$120.

Class 500. Charleston—10 tons splint coal—Bidder 79, \$87.50 and \$75; 173, *\$72 and \$87.

Class 501. Charleston—60 tons nut, stove, and egg coal—Bidder 79, \$591; 173, *\$558.

†Class 502. Charleston—20 cords wood—No bids.

Class 503. Port Royal—25 tons stove coal—Bidder 173, *\$343.75.

†Class 504. Port Royal—25 cords wood—No bids.

†Class 505. Key West—20 cords hard wood—No bids.

Class 506. Key West—40 tons bituminous coal—Bidder 81, *\$260.

†Class 507. Pensacola—27 tons nut, stove, egg, or furnace coal—No bids.

†Class 508. Pensacola—45 tons bituminous lump coal—Bidder 84, \$365.40 and \$302.40.

†Class 509. Pensacola—25 cords wood—No bids.

Class 510. New Orleans—40 tons bituminous coal—Bidder 172, *\$325.60.

†Class 511. New Orleans—25 tons anthracite coal—No bids.

†Class 512. New Orleans—10 cords wood—No bids.

Class 513. New Orleans—20 tons bituminous coal, 5 tons anthracite coal, and 10 cords wood—Bidder 172, *\$354.60; 172, \$139.20, part.

Class 514. New Orleans—10 tons bituminous coal, 5 tons anthracite coal, and 5 cords kindling wood—Bidder 172, *\$222.30; 172, \$81.80, part.

SCHEDULE 513.—*Medicine and Surgery.*

Class 521. Portsmouth Hospital—165 tons furnace and stove coal and 4 cords wood—Bidder 31, *\$1,240.50; 135, \$1,264.20.

Class 522. Chelsea Hospital—480 tons furnace

and range coal—Bidder 111, \$3,611.20; 198, \$3,116; 212, *\$2,848.

Class 523. Newport Hospital—560 tons egg and stove coal and 9 cords wood—Bidder 287, *\$3,734.50.

Class 524. Newport Torpedo Station—10 tons anthracite stove coal—Bidder 287, *\$75.

Class 525. New York Hospital—1,900 tons broken and egg coal—Bidder 91, \$144, part; 103, *\$10,174.

Class 526. Philadelphia Hospital—450 tons egg and stove coal and 50 tons bituminous coal—Bidder 283, *\$2,935; 356, \$3,327.50.

Class 527. Washington Hospital—1,550 tons buckwheat and stove anthracite coal and 10 cords wood—Bidder 104, \$7,345; 388, *\$6,417.50.

Class 528. Washington Hospital—150 tons egg coal and 5 cords wood—Bidder 104, \$1,172.50; 388, *\$1,052.50.

Class 529. Washington Medical School—5 tons stove coal and 5 cords wood—Bidder 104, *\$88; 388, \$33.75, part.

Class 530. Washington Dispensary—8 tons stove coal and 6 cords wood—Bidder 104, *\$117.

Class 531. Norfolk Hospital—1,080 tons broken and stove coal—Bidder 245, \$6,075.20; 382, *\$5,738.

Class 532. Port Royal Hospital—40 tons stove coal and 5 cords wood—Bidder 173, \$550, part; 267, *\$398, part.

Class 533. Pensacola Hospital—90 tons bituminous coal, 80 tons nut coal, and 80 cords wood—Bidder 84, *\$630.

SCHEDULE 515.—*Bureau of Yards and Docks.*

Class 541. Norfolk—182,000 hard red building brick—Bidder 68, *\$1,818.18; 103, \$2,184.

†Class 542. Norfolk—40 cu. yds. broken stone—Bidder 26, \$260; 137, \$144.

Class 543. Norfolk—140 cu. yds. clean coarse sand—Bidder 17, *\$140; 26, \$875.

Class 544. Portsmouth—5,000 ft. vitrified clay conduit—Bidder 9, \$1,560; 68, *\$1,438; 138, \$1,464.70; 247, \$1,495; 328, \$3,699.05; 378, \$3,536.85.

Class 545. Portsmouth—9,500 ft. enameled iron conduit—Bidder 63, \$1,176.76; 138, \$1,187.50; 215, \$1,420; 218, \$1,127.50; 247, \$1,270; 319, *\$1,097.05; 359, \$1,184.25; 372, \$1,187.05.

Class 546. Norfolk—13 standard water meters—Bidder 222, \$390; 246, \$650; 270, \$650; 320, *\$338; 353, \$637.

SCHEDULE 516.—*Bureau of Equipment.*

Class 551. New York—12 portable ventilating sets—Bidder 162, *\$1,176; 305, \$1,320.

Class 552. New York—400 glass molded lenses—Bidder 138, *\$299; 271, \$359.

Class 553. New York—A quantity of slater hooks, thimbles, shackles, etc.—Bidder 174, \$523.48; 144, \$448.86; 204, \$448.86; 215, \$443.27; 222, \$449.10; 290, *\$438.62; 335, \$917.06.

Class 554. New York—A quantity of library books—Bidder 5, *\$3,274.55; 37, \$1,625; 216, unit prices; 272, \$3,292.10.

SCHEDULE 417.—*Bureau of Navigation.*

Class 561. Annapolis—Patent involute cutters for teeth of gear wheels—Bidder 19, \$98.35; 56, \$96.70; 124, \$95.72; 127, \$96.70; 144, \$95.72; 158, \$95.55; 204, \$95.59; 215, *\$92.90; 222, \$95.72; 270, \$93.50; 335, \$95.74.

Class 562. Annapolis—two 10-in. sign wood-turning lathes—Bidder 143, \$320; 204, *\$130; 251, \$166.

Class 563. Annapolis—1 motor-driven water tool grinder—Bidder 20, \$394.66; 158, *\$355; 215, \$384; 333, \$1,320 and \$765.

Class 564. Annapolis—four 3-wheeled platform trucks and 2 hand trucks—Bidder 19, \$70; 26, \$72.24; 68, \$59; 127, \$46.20; 143, \$57; 204, \$54.20; 222, *\$43.40; 335, \$71.

Class 565. Annapolis—21 improved ribbed and beveled iron molding flasks—Bidder 26, \$151; 204, \$98.88; 215, \$100.50; 222, *\$90.35.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 566. Annapolis—4 Brown & Sharpe vernier calipers and 4 Brown & Sharpe micrometer calipers—Bidder 19, \$66; 26, \$79.68; 56, \$76.32; 124, \$68; 127, \$73.92; 144, \$61.92; 158, \$64; 204, \$64.48; 222, \$58.60; 335, \$68.

Class 567. Annapolis—1 viscosimeter—Bidder 115, \$60; 215, \$34.90; 346, \$33.

Class 568. Annapolis—A quantity of pulleys, lifts, punches, calipers, gages, etc.—Bidder 19, \$150.35; 127, \$179.85; 143, unit prices; 158, \$567.21; 222, \$133.69; 335, \$178.58.

Class 569. Annapolis—150 drawing boards and 150 T squares—Bidder 68, \$169.50; 158, \$266.71; 187, \$202.50; 275, \$243; 308, \$178.50; 362, \$240.

Class 570. Annapolis—15 sets of Eimer & Amend metallurgical collections for illustrations in the class rooms and laboratory—Bidder 109, \$307.50; 215, \$366; 222, \$315.

Class 571. Annapolis—A quantity of magnesia sectional pipe coverings—Bidder 6, \$69.68; 26, \$94.44; 73, \$68.16; 169, \$68.94; 224, \$70.48; 355, \$77.24.

Class 572. Annapolis—A quantity of check valves, galvanized-iron pipe, iron elbows, gate valves, etc.—Bidder 26, \$150.20; 188, \$136.25; 215, \$128.60; 222, \$149.20; 350, \$129.89.

SCHEDULE 518.—Bureau of Ordnance.

Class 581. Washington—6,000 yds. muslin and 1,000 yds. scrim—Bidder 72, \$1,315.80; 379, \$1,378.80; 349, \$1,397.

Class 582. Newport—1,400 Edison lamps—Bidder 4, \$182; 130, \$238; 138, \$210; 216, \$280; 247, \$210; 336, \$210; 359, \$210; 366, \$210; 372, \$210.

Class 583. Newport—600 Edison sockets and 300 Edison plugs—Bidder 130, \$124.20; 138, \$120.60; 216, \$180; 247, \$124.20; 359, \$124.20.

†Class 584. Boston—Withdrawn.

†Class 585. Boston—Withdrawn.

†Class 586. Washington—A quantity of Pratt & Whitney chasers—No bids.

Class 587. Washington—6 drill chucks—Bidder 127, \$32.40; 222, \$28.50.

Class 588. Washington—A quantity of Morse taper-shank twist drills—Bidder 124, \$528.67; 127, \$351.31; 185, \$567.35; 202, \$567.35; 215, \$566.35; 222, \$562.40; 284, \$553.50; 286, \$566.69.

Class 589. Washington—A quantity of Morse standard hand reamers—Bidder 127, \$266.94; 185, \$261.44; 202, \$261.44; 215, \$261.44; 222, \$234; 285, \$266.77; 286, \$266.77.

Class 590. Norfolk—A quantity of brass screws—Bidder 124, \$170.79; 215, \$164; 270, \$275.48; 335, \$155.70; 340, \$167.58.

Class 591. Washington—A quantity of hack-saw blades, file cards, snips, pipe taps, C clamps, steel scales, etc.—Bidder 222, \$217.48.

Class 592. Norfolk—A quantity of wire finishing nails and brass wire—Bidder 68, \$230.22; 215, \$134.50; 290, \$140.24.

Class 593. Norfolk—A quantity of yellow poplar—Bidder 10, \$4,355.60; 47, \$4,428.30; 59, \$4,389; 108, \$4,167.40; 137, \$4,604.81; 171, \$4,588.40; 383, \$4,556.04; 385, \$4,334.

Class 594. Norfolk—A quantity of sheet brass—Bidder 24, \$576.52; 66, \$576.48; 148, \$576.52; 221, \$576.52; 278, \$549.20; 342, informal.

Class 595. Washington—13,000 lbs. machine steel—Bidder 208, \$552.50; 215, \$442; 324, \$617.50.

Class 596. Washington—342,240 lbs. oil—Bidder 322, \$5,783.86.

SCHEDULE 519.—Bureau of Construction and Repair.

Class 601. New York—2,000 fire brick and 6,000 cupola blocks—Bidder 50, \$441.25; 68, \$810.50; 252, \$367.

Class 602. New York—A quantity of crushed ganister, dry molding sand, green molding sand, fire clay, crushed rock, etc.—Bidder 252, \$748; 258, \$290; 260, \$822.50 and \$710.

Class 603. New York—7,000 lbs. oakum—Bidder

27, \$408.73; 68, \$409.50; 144, \$404.60; 215, \$450.80; 222, \$392; 253, \$419.30; 335, \$437.50; 354, \$445.20.

Class 604. Boston—10,000 lbs. oakum—Bidder 27, \$586.90; 68, \$600; 144, \$582; 215, \$669; 222, \$570; 253, \$599; 335, \$625; 354, \$651.

Class 605. Boston—1,500 lbs. curled hair—Bidder 2, \$558.60; 49, \$525; 68, \$570; 117, \$480; 165, \$592; 216, \$870; 240, \$509.55; 354, \$536.85; 367, \$566.10; 378, \$555.

Class 606. Boston—300 lbs. feathers—Bidder 72, \$240; 117, \$225; 216, \$342; 240, \$267; 378, \$247.50.

Class 607. Boston—500 yds. tape, 500 yds. drilling, and 200 yds. cheese cloth—Bidder 26, \$221; 72, \$72.50; 117, \$81; 215, informal.

Class 608. New York—300 sq. yds. linoleum—Bidder 215, \$313.20; 216, \$333; 325, \$292.50; 327, \$330; 378, \$315.

†Class 609. Portsmouth—one 4-horsepower constant-speed electric motor—No bids.

Class 610. New York—2 electric motors, 2 batteries, 2 charging rheostats, 4 plugs and receptacles, 2 chime whistles and spare parts—Bidder 87, \$6,900.20, part; 113, \$7,976.40.

Class 611. New York—6 nickel anodes and 108 lbs. double sulfate of nickel—Bidder 222, \$80.24.

Class 612. Portsmouth—17 water coolers—Bidder 22, \$165.75; 215, \$86.70; 216, \$170.68.

Class 613. Boston—51 mirrors—Bidder 90, \$138.64; 93, \$139.23; 125, \$134.80; 202, \$139.26; 216, \$150.06.

Class 614. New York—4 emery wheels—Bidder 16, \$8; 158, \$10; 222, \$12.

Class 615. New York—600 padlocks—Bidder 22, \$312; 27, \$272.98; 144, \$269.60; 222, \$268.

Class 616. Portsmouth—4 doz. combined locks and latches and 1 doz. pin-tumbler self-locking mortise locks—Bidder 144, \$87; 215, \$74.60.

Class 617. New York—A quantity of machine screws and wood screws—Bidder 124, \$140.15; 340, \$177.10.

†Class 618. League Island—Pneumatic hammers, rivets, and drills—Bidder 87, \$1,335; 88, \$816; 167, \$1,324.25 and \$1,292.25; 222, \$1,535.

Class 619. New York—2,000 ft. phosphor bronze wire tiller rope—Bidder 26, \$480; 66, \$360; 138, \$338; 204, \$309.60; 215, \$480; 222, \$328; 242, \$424; 335, \$369.60.

Class 620. New York—60 flatters and 60 fullers—Bidder 158, \$51; 204, \$39.30; 222, \$41.40; 253, \$43.20; 290, \$51.30; 335, \$71.10.

Class 621. Boston—6,000 stove bolts and 25 doz. cast bronze metal barrel bolts—Bidder 124, \$141; 290, \$246.80.

Class 622. Boston—2,000 stove bolts, 12 sets casters, and 25 doz. binnacle fasteners—Bidder 124, \$55.35; 215, \$57.66; 290, \$181.75.

†Class 623. League Island—55,000 ft. white cedar—Bidder 108, \$5,150; 110, \$4,400; 177, \$4,338.95; 331, \$3,753.75.

Class 624. Portsmouth—10,000 ft. whitewood—Bidder 10, \$550; 29, \$449.50; 108, \$469.50; 137, \$549.50; 171, \$650; 188, \$520; 383, \$477.50.

Class 625. New York—4 tons lignum-vitæ—Bidder 108, \$180; 110, \$220; 137, \$279.80; 171, \$280; 188, \$178; 214, \$160; 253, \$198; 387, \$216.

†Class 626. New York—Withdrawn.

Class 627. Boston—300 lbs. spring brass—Bidder 23, \$56.25; 24, \$56.25; 66, \$56.25; 148, \$56.25; 221, \$56.25; 278, \$60; 337, \$56.25.

Class 628. New York—4,700 lbs. brass rod—Bidder 24, \$940; 66, \$940; 148, \$940; 221, \$940; 337, \$940; 344, \$940; 389, \$950.

Class 629. New York—9,600 lbs. brass rod—Bidder 14, \$1,728; 23, \$1,728; 24, \$1,728; 66, \$1,728; 148, \$1,728; 221, \$1,728; 278, \$1,824; 337, \$1,728; 344, \$1,920; 389, \$1,728.

Class 630. New York—8,000 lbs. copper rod—Bidder 14, \$1,720; 23, \$1,740; 24, \$1,720; 66, \$1,648 and \$1,688; 148, \$1,720; 174, \$1,710; 221, \$1,720; 278, \$1,680.

Class 631. New York—4,000 lbs. sheet copper—Bidder 14, \$838; 23, \$838; 66, \$920; 86, \$838; 148, \$838; 161, \$828; 174, \$838; 278, \$840; 344, \$838.

Class 632. New York—20,000 lbs. sheet copper—Bidder 14, \$4,190; 23, \$4,190; 66, \$4,600; 86, \$4,190;

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

148, \$4,190; 161, *\$4,140; 174, \$4,190; 278, \$4,200; 344, \$4,190; 399, \$4,600.

Class 633. Boston—1,245 lbs. soft machine steel and 150 lbs. spring tool steel—Bidder 26, \$52.51; 64, \$49.10; 86, *\$43.01.

Class 634. New York—16,600 lbs. steel bar—Bidder 86, part, \$497; 185, *\$572.70; 324, \$1,162; 343, \$539.60; 351, \$783.52.

Class 635. Portsmouth—1 cast-steel block—Bidder 58, \$685; 208, \$1,437; 242, \$672; 253, *\$637.50; 256, 8½ c. lb.; 324, \$943.

Class 636. Norfolk—Leather packing and leather check valves—Bidder 26, \$357.71; 164, *\$318.48; 204, \$350.11; 222, \$332.28.

†Class 637. Withdrawn.

Class 638. New York—12,000 lbs. marine glue—Bidder 54, *\$1,440; 68, \$1,536; 243, \$1,470; 321, \$1,470.

Class 639. New York—37,000 lbs. brass pipe—Bidder 8, *\$7,529.50; 23, \$7,770; 24, \$7,862.50; 148, \$8,047.50; 174, \$7,529; 278, \$7,659; 289, \$7,955.

Class 640. New York—3,800 lbs. brass tubing—Bidder 23, \$936.50; 24, \$946; 148, \$965; 278, *\$893.54; 289, \$925.65.

Class 641. Norfolk—7,800 lbs. seamless drawn-copper tubing—Bidder 24, \$1,956.49; 148, \$1,995.49; 174, \$1,914.24; 278, *\$1,675.70; 189, \$1,914.24; 342, \$1,937.

Class 642. New York—Galvanized-iron pipe—Bidder 69, *\$4,456.39; 101, \$12,462; 188, \$16,165; 213, \$14,381.

Class 643. New York—10 doz. bibb cocks—Bidder 243, *\$141.60.

Class 644. New York—Brass tees, wash basins, etc.—Bidder 26, \$70.44; 170, \$55.20; 243, *\$53.34.

Class 645. New York—Stuffing boxes—Bidder 243, *\$222.50.

Class 646. New York—1,200 Mason safety treads—Bidder 15, *\$2,518.50; 68, \$2,058.

SCHEDULE 520.—Bureau of Steam Engineering.

Class 651. Annapolis—4 scales—Bidder 26, \$120.35; 127, \$93.10; 204, \$90.10; 216, \$81.24; 222, \$67.40; 253, \$93.69; 317, \$81 and \$85.50; 335, \$90.50.

Class 652. Annapolis—1 gage-testing outfit—Bidder 11, *\$72; 26, \$145; 127, \$85; 204, \$74.75; 222, \$74.90; 244, \$150; 335, \$76.50.

Class 653. Annapolis—9 hydraulic gages—Bidder 11, \$81; 26, \$140.91; 30, \$110.25; 127, \$91.20; 204, \$104.70; 205, \$102; 215, \$91.20; 222, \$129; 244, *\$78; 290, \$86.40; 335, \$148.50; 340, \$78.81.

Class 654. Annapolis—3 differential pulleys—Bidder 19, \$49; 27, \$40.10; 68, \$41.83; 127, \$43.60; 158, \$39; 185, \$39.75; 204, \$35.26; 215, \$38.40; 222, \$37.70; 289, *\$35.18; 290, \$38.48; 335, \$50.75.

Class 655. Annapolis—1 carpenter's tool chest—Bidder 124, \$90; 204, \$95; 215, *\$84; 335, \$108.

Class 656. Annapolis—Hardware—Bidder 19, *\$199.60; 124, \$210.40; 127, informal; 204, \$218.55; 222, \$202.90.

Class 657. Annapolis—4 thermometers—Bidder 26, \$36.96; 160, \$17.60; 215, \$29.60; 222, \$21; 244, *\$16; 275, \$31; 290, \$24.80; 293, \$28; 308, \$18.60; 346, \$17.

Class 658. Annapolis—2 stop watches—Bidder 197, *\$36; 215, \$74; 216, \$21; 244, \$90.

Class 659. New York—105 lbs. hard brass—Bidder 66, *\$33.31; 188, \$57.80; 290, \$46.96.

Class 660. New York—345 lbs. hexagon cold rolled steel—Bidder 26, \$138; 185, *\$17.25; 188, \$138; 351, \$18.20.

Class 661. New York—463 lbs. round polished steel rod—Bidder 26, \$443.20; 86, part, \$96.30; 158, *\$82.30; 185, \$96.61; 188, \$299.20; 222, \$116.08; 351, \$123.91.

SCHEDULE 521.—Secretary's Office.

Class 671. Annapolis—Furniture, etc.—Bidder 257, *\$491.50.

Class 672. Annapolis—1 mahogany desk and 1 mahogany table—Bidder 97, *\$189.80.

*Accepted.

SCHEDULE 526.—Yards and Docks.

Class 681. Norfolk—147,400 lbs. steel plates—Bidder 21, \$8,911.35; 60, \$9,807.20; 82, \$8,628.45; 86, *\$8,392.70; 89, \$8,864.20; 146, \$8,628.45; 168, \$8,628.45; 185, \$8,628.45.

Class 682. Norfolk—64,900 lbs. steel rivet rod—Bidder 60, \$1,285.02; 82, \$1,090.32; 86, *\$1,155.22; 185, \$1,168.20; 351, \$2,109.25.

Class 683. Norfolk—64,400 lbs. steel channels—Bidder 21, *\$1,313.76; 60, \$1,403.92; 82, \$1,210.72; 185, \$1,288.

Class 684. Norfolk—45,800 lbs. steel I beams—Bidder 21, *\$934.32; 60, \$998.44; 82, \$861.04; 146, \$975.54; 185, \$916.

Class 685. Norfolk—150,300 lbs. steel angles—Bidder 21, \$3,381.75; 60, \$3,611.23; 82, *\$2,847.82; 146, \$3,201.39; 185, \$3,006.

†Class 686. Norfolk—17,600 lbs. steel bulb angles—No bids.

Class 687. Norfolk—29,600 lbs. steel Z bars—Bidder 60, \$645.28; 82, *\$556.48; 185, \$592.

OPENED MAY 15, 1906.

Bidder 1. Arthur Gamwell, Alaska Building, Seattle, Wash.

2. Max J. Urban, Bremerton, Wash.

3. Swift & Co., Chicago, Ill.

4. Starr Sherman, N. Pacific Headquarters Building, Tacoma, Wash.

5. Samuel Sadler, Bremerton, Wash.

6. Pacific Coast Co., Seattle, Wash.

7. Oliver & Co., Pacific avenue, Bremerton, Wash.

8. Phillip McManus, 2216 E. John street, Seattle, Wash.

9. Leahy Bros., 1224 Second avenue, Seattle, Wash.

10. Lauch, Augustine & Co., 115 Second avenue, Seattle, Wash.

11. Charles P. Kimball, Bremerton, Wash.

12. Haswell & Co., 116 Bailey Building, Seattle, Wash.

13. Frye Bruhn, Grant Street Bridge, Seattle, Wash.

14. Fore River Shipbuilding Co., Quincy, Mass.

15. Carstens Packing Co., 564 First avenue, South Seattle, Wash.

SCHEDULE 467.—Medicine and Surgery.

Class 21. Meats Bidder 13, *\$1,094.05; 15, part, \$1,076.20.

Class 22. Provisions—Bidder 2, *\$829.30; 7, \$847.28; 10, \$1,199.62; 11, \$922.52; 13, informal, part of class; 15, informal, part of class.

Class 23. Butter, cheese, and eggs—Bidder 2, \$686.16; 3, *\$630.50; 7, \$644.90; 11, \$685.

Class 24. Ice—Bidder 2, \$85; 13, \$50; 15, *\$30.

Class 25. Milk and cream—Bidder 2, *\$307.05; 7, \$412.

Class 26. Bread—Bidder 2, \$191.90; 7, *\$176; 11, \$192.50.

Class 27. Fresh vegetables—Bidder 7, *\$352.30; 11, \$406.10.

Class 28. Bluing, brooms, brushes, buckets, lye matches, oil, toilet paper, etc.—Bidder 7, \$98.75; 10, \$101.30; 11, *\$78.

SCHEDULE 471.—Supplies and Accounts.

Class 71. Meats—Bidder 13, *\$12,697.50; 15, \$12,830.

Class 72. Fresh vegetables and sauerkraut—Bidder 7, *\$397.50; 9, \$445; 11, \$505.

Class 73. Bread—Bidder 7, *\$3,200; 9, \$3,500; 11, \$3,450.

Class 74. Cheese and butter—Bidder 3, \$4,265; 7, *\$4,003; 9, \$4,020; 11, \$4,200.

Class 75. Ice—Bidder 13, \$100; 15, *\$60.

Class 76. For washing towels—Bidder 5, *\$40.

†No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 472.—Yards and Docks.**

Class 83. 4,000 tons bituminous coal—Bidder 1, \$13,360; 4, \$22,000 and \$20,000; 6, *\$15,000 and \$13,400; 12, \$17,800 and \$15,800.

Class 84. 80 tons bituminous coal—Bidder 1, \$164 and \$146; 6, *\$260, item 1, and *\$240.

Class 85. 400 tons bituminous coal—Bidder 1, \$1,640; 6, *\$1,700 and *\$1,540.

SCHEDULE 475.—Construction and Repair.

Class 113. 3,700 tons bituminous coal—Bidder 1 \$12,358 and \$10,878; 4, \$20,350 and \$18,500; 6, *\$13,505 and *\$12,025; 12, \$16,465 and \$14,615.

Class 114. 160 tons blacksmith coal—Bidder 1, \$675.20 and \$640; 6, \$720 and \$720; 8, *\$680 and \$680.

Class 115. 120 tons foundry coke—Bidder 1, \$1,036.80 and \$1,024.80; 6, *\$1,080.

SCHEDULE 476.—Steam Engineering.

Class 121. Blacksmith's coal—Bidder 1, \$910 and \$835; 6, \$775; 8, *\$750 and \$750.

Class 122. Bituminous coal—Bidder 1, \$4,008; 4, \$6,600; 6, *\$4,740.

Class 123. 600 tons coke—Bidder 1, \$2,502 and \$2,502; 6, *\$2,730.

Class 124. 2,000 bu. charcoal—Bidder 1, \$680; 6, \$1,300; 8, *\$1,000.

SCHEDULE 477.—Medicine and Surgery.

†Class 132. 100 tons bituminous coal for naval hospital at Puget Sound—Bidder 1, \$645; 6, \$750.

SCHEDULE 478.—Secretary's Office.

†Class 146. 10 cords wood—Bidder 1, \$150.

†Class 147. 20 cords wood—Bidder 1, \$330.

†Class 148. 20 cords wood—Bidder 1, \$280.

†Class 149. 35 tons bituminous coal—Bidder 1, \$630.

Class 150. 200 tons bituminous coal—Bidder 1, \$2,350; 6, *\$2,500.

Class 151. 75 tons bituminous coal—Bidder 1, \$900; 6, *\$787.50.

†Class 152. 50 tons bituminous coal—No bids.

SCHEDULE 514.—Steam Engineering.

†Class 161. Boston—1 return tubular cylindrical fire-tube marine boiler—Bidder 14, \$14,265.

OPENED MAY 22, 1906.

Bidder 1. Ansonia Brass and Copper Co., 99 John street, New York.

2. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.

3. Ajax Metal Co., Frankfort avenue and Richmond street, Philadelphia, Pa.

4. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

5. Atlantic Works, Inc., 28th and Greys Ferry Road, Philadelphia, Pa.

6. Bertsch & Co., Cambridge City, Ind.

7. Bradlee & Co., 726 Richmond street, Philadelphia, Pa.; informal, no guaranty.

8. Bradley & Smith, 926 Real Estate Trust Building, Philadelphia, Pa.

9. F. W. Bird & Son, East Walpole, Mass.

10. Brown & Sharpe Manufacturing Co., Providence, R. I.

11. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

12. Theodore Barron, Brooklyn, N. Y.

13. Bullard Machine Tool Co., Bridgeport, Conn.

14. Berger-Carter Co., 176 Mississippi street, San Francisco, Cal.

15. E. W. Bliss Co., Plymouth and Adams streets, Brooklyn, N. Y.

16. Boston Belting Co., 256 Devonshire street, Boston, Mass.

17. Butterworth-Judson Co., Newark, N. J.

18. Geo. F. Blake Manufacturing Co., 114 Liberty street, New York.

19. Benedict & Burnham Manufacturing Co., 99 John street, New York.

20. John Brown & Son, 722 E. Pratt street, Baltimore, Md.

21. F. S. Banks & Co., 72 Warren street, New York.

22. Bridgeport Brass Co., 253 Broadway, New York.

23. Bethlehem Steel Co., South Bethlehem, Pa.

24. Berry & Aikens, 36th and Wharton streets, Philadelphia, Pa.

25. Baldwin Steel Co., 133 Roade street, New York.

26. R. P. Clarke Co., Washington.

27. Commercial Electric Supply Co., 15th and Pine streets, St. Louis, Mo.

28. Wm. Wirt Clark & Son, 546 Monument street, Baltimore, Md.

29. Wm. Cramp & Sons Shipbuilding and Engine Co., Beach and Ball streets, Philadelphia, Pa.

30. Crocker-Wheeler Co., Ampere, N. J.

31. Carnegie Steel Co., Pittsburg, Pa.

32. James Clendenin, Thames and Caroline streets, Baltimore, Md.

33. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

34. Crucible Steel Co. of America, Pittsburg, Pa.

35. Colonial Steel Co., Keystone Building, Pittsburg, Pa.

36. Crane Co., 165 Jackson street, Seattle, Wash.

37. James Clark, Jr., & Co., 313 Main street, Louisville, Ky.

38. Consolidated Electric Lamp Co., Danvers, Mass.

39. A. S. Carmen, Selby, Cal.

40. Chandler & Farquhar Co., 36 Federal street, Boston, Mass.

41. Dohrman Commercial Co., 1090 Page street, San Francisco, Cal.

42. Drew Machine Agency, Manchester, N. H.

43. Darling & Slade, 56 N. Main street, Fall River, Mass.

44. M. T. Davidson, 43 Keap street, Brooklyn, N. Y.

45. Eugene Dietzgen Co., San Francisco, Cal.

46. Thomas H. Dallett Co., York and 23d streets, Philadelphia, Pa.

47. Denny Renton Clay and Coal Co., Seattle, Wash.

48. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

49. Chas. Este Co., 20th street and Glenwood avenue, Philadelphia, Pa.

50. Franklin Electric Manufacturing Co., 80 Woodbine street, Hartford, Conn.

51. Fitz Dana & Co., 110 North street, Boston, Mass.

52. Froment & Co., 151 Bank street, New York.

53. J. A. Fay & Eagan Co., 120 Broadway, New York.

54. The Fairbanks Co., 416 Broome street, New York.

55. Fisher, McGinn & Co., 187 Broadway, New York.

56. Grammes & Co., 12 S. Hall street, Allentown, Pa.

57. H. C. Gable, Lebanon, Pa.

58. General Electric Co., Schenectady, N. Y.

59. General Fireproofing Co., Youngstown, Ohio.

60. Galbraith, Bacon & Co., Inc., Seattle, Wash.

61. Richard H. Grey, East Oakland, Cal.

62. Wm. Geiger, 197 Warren street, New York.

63. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

64. R. W. Geldart, 2 Stone street, New York.

65. Wm. D. Gill & Son, 103 President street, Baltimore, Md.

66. Arthur Gamwell, Alaska Building, Seattle, Wash.

67. Haywood Bros. & Wakefield Co., 174 Portland street, Boston, Mass.

68. Ernest L. Hueter, 2322 Howard street, San Francisco, Cal.

69. Hiles-Jones Co., Wilmington, Del.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

70. C. G. Hussey & Co., 2800 Second avenue, Pittsburg, Pa.
71. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
72. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
73. R. C. Hoffman & Co., Baltimore, Md.
74. Ingersoll-Rand Co., 11 Broadway, New York.
75. Wm. G. Johnson, 501 First avenue, South Seattle, Wash.
76. Wm. Jessop & Sons, Ltd., 91 John street, New York.
77. H. W. Johns-Manville Co., 100 William street, New York.
78. Lewis H. Jones, Detroit, Mich.
79. Jenkins Manufacturing Co., 13 Park Row, New York.
80. Geo. R. Johnson, American Building, Baltimore, Md.
81. J. B. Kendall, Washington.
82. Keystone Blue Paper Co., 910 Filbert street, Philadelphia, Pa.
83. E. F. Keating Co., 452 Water street, New York.
84. Kalt Lumber Co., 212 E. 64th street, New York.
85. Keuffel & Esser Co., 127 Fulton street, New York.
86. Lovekin Pipe Expanding and Flanging Machine Co., 421 Chestnut street, Philadelphia, Pa.
87. J. H. Leonard & Co., 15 Park Row, New York.
88. W. B. Moses & Sons, Washington.
89. Wm. S. Miller, 1110½ Broadway street, Oakland, Cal.
90. Monongahela Iron and Steel Co., Pittsburg, Pa.
91. Philip McManus, 2214 E. John street, Seattle, Wash.
92. Midvale Steel Co., Philadelphia, Pa.
93. M. A. McCormick, 4 Sherman street, Newport, R. I.
94. J. L. Mott Iron Works, Washington.
95. J. L. Mott Iron Works, 80 Beekman street, New York.
96. J. Gibson-Mellvain Co., 58th street and Woodland avenue, Philadelphia, Pa.
97. O. P. Mooney, 1315 Second avenue, Seattle, Wash.; informal, no guaranty.
98. R. H. Macy & Co., 34th street and Broadway, New York.
99. Montgomery & Co., Fulton street, New York.
100. Manhattan Supply Co., 127 Franklin street, New York.
101. Model Gas Engine Works, 21 Produce Exchange, New York.
102. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
103. Material Supply Co., 115 N. 16th street, Philadelphia, Pa.
104. Manning Maxwell & Moore, 85 Liberty street, New York.
105. National Tube Co., 21 State street, New York; informal, no guaranty.
106. Niagara Machine and Tool Works, Buffalo, N. Y.
107. Nicholson & Co., Rankin, Pa.
108. Northern Electrical Manufacturing Co., 1410 Williamson street, Madison, Wis.
109. Norton Emery Wheel Co., Worcester, Mass.
110. New York Belting and Packing Co., 91 Chambers street, New York.
111. New Jersey Foundry and Machine Co., 9 Murray street, New York.
112. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
113. Niles-Bement-Pond Co., 111 Broadway, New York.
114. National Electric Supply Co., Washington.
115. Nicolette Lumber Co., Nicolette, W. Va.
116. J. Edw. Ogden Co., 147 Cedar street, New York.
117. Old Dominion Paper Co., Norfolk, Va.
118. Oil Fuel Engine Co., 227 South street, New York.
119. Charles O. Regan, foot of 24th street, New York.
120. S. M. Price Machinery Co., Norfolk, Va.
121. Pratt & Whitney Co., 1 Flower street, Hartford, Conn.
122. Pettingill & Andrews Co., 160 Pearl street, Boston, Mass.
123. Peckham Co., 343 Thames street, Newport, R. I.
124. Platt Iron Works Co., Commonwealth Building, Philadelphia, Pa.
125. Pacific Hardware and Steel Co., 7th and Townsend streets, San Francisco, Cal.
126. Ross Lumber Co., Monroe street and Isabella avenue, Jamestown, N. Y.
127. Clement Restein Co., 137 N. 2d street, Philadelphia, Pa.
128. Rider & Cotton, Portsmouth, N. H.
129. Randolph Clowes Co., Waterbury, Conn.
130. Rudolph & West Co., Washington, D. C.
131. Ricketts Engineering Co., Washington, D. C.
132. Paul S. Reeves & Son, 1415 Catherine street, Philadelphia, Pa.
133. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
134. J. E. Schneider & Son, 100 Beacon street, Worcester, Mass.; informal, no guaranty.
135. Sterling Electric Manufacturing Co., Warren, Ohio.
136. Henry Sondheimer, 914 La Salle street, Chicago, Ill.
137. Schwabacher Hardware Co., Seattle, Wash.; informal, no Form A.
138. Scoville Manufacturing Co., Waterbury, Conn.
139. James B. Smith, 240 Steuart street, San Francisco, Cal.
140. George H. Sutton, 55 Leonard street, New York.
141. Osgood Sayen, Arcade Building, Philadelphia, Pa.
142. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
143. Stokes Bros. Co., 30th below Chestnut street, Philadelphia, Pa.
144. Southard & Co., 11 Broadway, New York.
145. Sprague Electric Co., 527 W. 24th street, New York.
146. Sherman-Brown-Clements Co., 78 Murray street, New York.
147. Smith-Courtney Co., Richmond, Va.
148. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
149. James K. Shaw, 25 Duane street, New York.
150. Taunton-New Bedford Copper Co., New Bedford, Mass.
151. Edw. A. Temple, 100 William street, New York.
152. George C. Thomas, 26 Cortlandt street, New York.
153. Universal Supply Co., 200 Broadway, New York.
154. United Metals Selling Co., 42 Broadway, New York.
155. Union Gas Engine Co., Twenty-fifth avenue East Oakland, Cal.
156. Vulcan Crucible Steel Co., Pittsburg, Pa.
157. Van Dyke-Churchill Co., 8 Dey street, New York.
158. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
159. Warren Steam Pump Co., 95 Liberty street, New York.
160. Western Expanded Metal and Fireproofing Co., San Francisco, Cal.; informal, no guaranty.
161. Westinghouse Electric and Manufacturing Co., East Pittsburg, Pa.
162. Edgar T. Ward's Sons, 25 Purchase street, Boston, Mass.
163. John M. Woods & Co., 227 Bridge street, East Cambridge, Mass.
164. C. H. Wheeler Manufacturing Co., 18th street and Lehigh avenue, Philadelphia, Pa.
165. Wilgus Manufacturing Co., 206 Boyd street, Los Angeles, Cal.; informal, no guaranty.

Schedule of proposals for naval supplies—Continued.

166. Western Electric Co., 463 West street, New York.
 167. Watson & Pittinger, 420 Carroll street, Brooklyn, N. Y.
 168. Fiske Bros. Refining Co., 15 Old Slip, New York.
 169. Western Hardware and Metal Co., Seattle, Wash.
 170. W. P. Fuller & Co., 171 Jackson street, Seattle, Wash.
 171. H. N. Richmond Paper Co., 208 Third avenue, South Seattle, Wash.
 172. W. M. Tilley, Box 705, Berkley, Va.
 173. American Metal Co., New York.
 174. Bertha Mineral Co., New York.
 175. Blacker & Sheppard Co., Boston, Mass.
 176. Carpenter Steel Co., Reading, Pa.
 177. Keasby & Mattison Co., Ambler, Pa.
 178. B. Lissburger & Co., New York.
 179. Prentiss Tool and Supply Co., New York.
 180. H. A. Rogers & Co., New York.
 181. Standard Underground Cable Co., Pittsburg, Pa.
 182. Voorhees Rubber Manufacturing Co., New York.
 183. Walker & Kepler, Philadelphia, Pa.
 184. F. T. Witte Hardware Co., New York.

Class 1. Mare Island—Machinery for launch, complete—Bidder 101, \$14,710; 155, *\$14,765.

SCHEDULE 522.—Bureau of Supplies and Accounts.

Class 11. New York—50 000 prs. drawers and 50 000 undershirts—Bidder 12, \$159,860; 140, *\$155,750.

SCHEDULE 524.—Bureau of Construction and Repair and Steam Engineering.

Class 21. Boston—2 pneumatic punches—Bidder 33, *\$800.

Class 22. Norfolk—1 reed back-geared engine lathe with direct-connected motor—Bidder 54, \$910 and \$1,180; 104, *\$885; 113, \$887; 131, \$920; 147, \$1,000.

Class 23. Norfolk—1 Pond back-geared engine lathe with direct-connected motor—Bidder 54, \$2,235 and \$2,495; 104, \$2,600; 113, *\$2,207; 131, \$2,120.

†Class 24. League Island—1 electric-driven wood lathe—Bidder 5, \$1,500.

Class 25. Portsmouth—2 engine lathes—Bidder 104, \$400.50; 113, *\$1,312.

Class 26. Portsmouth—2 engine lathes—Bidder 104, \$2,500; 113, \$3,184 and \$2,564; 131, \$2,700; 179, *\$2,946.

Class 27. Portsmouth—2 engine lathes—Bidder 104, \$2,000; 113, *\$1,940; 131, \$1,890.

Class 28. Boston—1 set universal index centers—Bidder 10, *\$342.30; 11, \$350; 113, \$365; 179, \$415.

Class 29. New York—1 hand-power paper-cutting machine—Bidder 42, \$157.50 and *\$149.50; 56, *\$149; 153, \$167.09.

Class 30. League Island—1 molding machine—Bidder 53, *\$805.

Class 31. League Island—1 drill press—Bidder 37, *\$375.

Class 32. Norfolk—1 upright drill press with direct-connected motor—Bidder 54, \$450 and \$475; 104, *\$445; 131, \$525; 147, \$449.87.

Class 33. Norfolk—1 Perkins forming press—Bidder 147, *\$2,585.

Class 34. Norfolk—1 Bullard combination turret machine—Bidder 13, *\$1,426 and \$1,200; 113, \$1,127 and \$1,461.

Class 35. Norfolk—1 Bement steam hammer—Bidder 113, *\$3,650.

Class 36. Norfolk—1 Pratt & Whitney die-sinking machine—Bidder 121, *\$2,600.

Class 37. Norfolk—1 Bliss portable inclinable trimming press—Bidder 15, *\$750; 71, \$765; 120, \$750; 131, \$760; 147, \$783.

Class 38. Norfolk—2 portable electric deck planers—Bidder 46, *\$1,044.00.

Class 39. Norfolk—1 steel-plate gate shear with direct-connected motor—Bidder 6, \$2,340; 54, \$3,075; 71, *\$1,700 and \$2,490; 104, \$2,650; 113, \$1,795; 131, \$1,535.

Class 40. Norfolk—1 rotary slitting shear—Bidder 15, \$600; 104, \$475; 106, *\$276; 120, \$600.

Class 41. Norfolk—1 pipe flanging and expanding machine—Bidder 86, *\$4,000.

Class 42. Norfolk—1 cold-metal sawing machine—Bidder 120, *\$1,450; 157, \$1,510.

Class 43. Portsmouth—Necessary castings and ball and roller bearings for crane—Bidder 69, *\$844.

SCHEDULE 527.—Bureau of Yards and Docks.

Class 51. Mare Island—Three 30 k.w. transformers—Bidder 27, \$795.75; 30, \$915; 58, *\$747; 161, \$767; 166, \$753.

†Class 52. Mare Island—A quantity of brooms, rakes, forks, mortar hoes, etc.—Bidder 66, \$287.50.

Class 53. Mare Island—A quantity of carborundum wheels, milling cutters, metal slitting saws, chilled iron letters and figures, name stamps, etc.—Bidder 100, \$95; 104, *\$75.54.

Class 54. Mare Island—2,100 lbs. tank steel—Bidder 24, \$81.87; 31, \$69.30; 34, *\$68.25; 61, \$75.30; 66, \$136.50.

Class 55. Mare Island—400 lbs. tool steel—Bidder 23, *\$84.50; 25, \$86.75; 34, \$88 and \$111; 61, \$100; 66, \$95; 81, \$95.50.

Class 56. Puget Sound—20 galls. pine tar—Bidder 66, \$15; 170, *\$7.

†Class 57. Mare Island—6 pop safety valves—Bidder 100, \$142; 104, \$120.

†Class 58. Mare Island—1 oil-pump regulator—No bids.

Class 59. Mare Island—700 ft. boiler tubes—Bidder 61, *\$125.30.

Class 60. Puget Sound—A quantity of blueprint paper, solar paper, blueprint cloth, tracing cloth, drawing paper, tracing paper, and other drawing instruments—Bidder 185, *\$146.02.

Class 61. Mare Island—Miscellaneous stationery—Bidder 45, *\$145.29; 85, \$170.

Class 62. Puget Sound—Supplies for Bensinger rapid duplicator—Bidder 24, \$32.27; 117, *\$30.70.

Class 63. Puget Sound—A quantity of bond paper, ledger paper, bristol cardboard, etc.—Bidder 117, \$147.35; 153, \$199.70; 171, \$200.30.

Class 64. Puget Sound—A quantity of ribbed glass and American glass—Bidder 170, *\$233.30.

SCHEDULE 528.—Bureau of Equipment.

Class 71. Mare Island—1 searchlight—Bidder 58, *\$560.

Class 72. Mare Island—10 tons pig iron—Bidder 24, item 1, \$420, 1a, \$500; 61, *item 1, \$279.90; 139, item 1, \$285, 1a, \$285.

SCHEDULE 529.—Bureau of Construction and Repair.

Class 81. Puget Sound—2,000 brick tile—Bidder 66, *\$370.

Class 82. Puget Sound—5,000 lbs. fire clay—Bidder 24, \$125; 47, *\$40; 60, \$50; 66, \$48.75.

Class 83. Puget Sound—20 tons iron molding sand—Bidder 24, \$900; 39, *\$131.80; 66, \$228.

Class 84. Mare Island—1 12-horsepower and variable speed open type motor—Bidder 58, *\$555; 108, \$675; 161, \$697.

†Class 85. Puget Sound—A quantity of carriage bolts, nuts, washers, etc.—Bidder 66, \$86.95.

Class 86. Puget Sound—A quantity of files—Bidder 66, \$163.20; 75, \$182.28; 99, *\$127.20; 104, \$128.76.

Class 87. Puget Sound—A quantity of twist drills—Bidder 66, \$214.91; 71, \$186.81; 81, \$185.95; 87, \$185.95; 99, *\$136.47; 130, \$185.99; 169, \$241.41.

Class 88. Puget Sound—A quantity of wood screws—Bidder 61, \$106.92; 66, \$61.08; 71, *\$53.86; 75, \$60.48.

†Class 89. Puget Sound—1 steam jacketed boiling kettle—No bids.

* Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 90. Mare Island—2 automatic motor hoists—Bidder 14, *\$478; 74, \$490; 152, \$555.

Class 91. Mare Island—A quantity of wire screening and soft steel wire—Bidder 24, \$660; 61, \$171; 66, *\$166.75; 71, \$174.50; 100, \$201.

Class 92. Puget Sound—A quantity of catches, emery brick, emery, sandpaper, dowel pins, sash lifts, soldering coppers, augers, awls, hacksaw blades, file cards, chalk, chisel, clamps, and other miscellaneous hardware—Bidder 66, \$1,842.81; 99, \$1,144.33; 104, \$1,064.23 and *\$1,086.93.

Class 93. Puget Sound—1,000 lbs. lignum vitae—Bidder 48, \$50; 66, *\$47.50; 144, \$65.

Class 94. Mare Island—1,000 pipe staves—Bidder 39, \$930; 48, *\$750; 66, \$970.

Class 95. Mare Island—600 sq. ft. expanded metal—Bidder 28, \$59.40; 59, *\$54; 66, \$93.

Class 96. Puget Sound—11,800 lbs. wrought iron—Bidder 24, \$495.60; 61, \$328.18; 66, \$423.34; 75, *\$264.74.

Class 97. Puget Sound—5,150 lbs. Norway iron—Bidder 24, \$316.72; 61, \$298.18; 66, \$226.60; 71, \$226.60; 75, *\$197.76.

Class 98. Puget Sound—10 tons scrap iron—Bidder 24, \$479; 61, *\$170; 66, \$280.

Class 99. Puget Sound—875 lbs. cold drawn steel and 3,800 lbs. shafting—Bidder 61, \$276.38; 66, \$501.47; 151, *\$234.56.

Class 100. Puget Sound—5,700 lbs. steel—Bidder 31, \$201.21; 61, \$296.40; 66, \$270.18; 151, *\$244.53.

Class 101. Puget Sound—A quantity of muriatic acid, sulphuric acid, and prussiate of potash—Bidder 66, *\$116.04.

Class 102. Mare Island—400 gals. cylinder oil—Bidder 68, \$160; 89, *\$280; 168, \$220.

Class 103. Mare Island—700 gals. dynamo oil—Bidder 68, \$224; 89, *\$385; 168, \$315.

†Class 104. Mare Island—50 gals. lubricating oil—Bidder 68, \$20; 89, \$57.50; 168, \$35.

Class 105. Mare Island—200 gals. air compressor oil—Bidder 68, \$80; 89, *\$100; 168, \$120.

Class 106. Puget Sound—Plumbing fixtures—Bidder 66, \$1,006.80; 79, *\$755.60; 94, rejected; 95, rejected.

Class 107. Mare Island—A quantity of blueprint paper, brown-print process paper, etc.—Bidder 45, \$510.25; 82, \$665.10; 85, *\$456.15; 97, \$644.65.

Class 108. Mare Island—A quantity of drawing paper, pens, sponge rubber, etc.—Bidder 45, *\$77.45; 85, \$116.17; 97, \$119.16.

Class 109. Mare Island—Brush cups, wash basins, water ewers, waste jars, tumblers, etc.—Bidder 41, \$399.50; 79, *\$362; 149, \$432.50.

†Class 110. Puget Sound—Brushes—Bidder 66, \$189.90.

Class 111. Puget Sound—20 yds. billiard cloth—Bidder 24, \$240; 26, *\$94; 66, \$188.

SCHEDULE 530.—Bureau of Steam Engineering.

Class 121. Puget Sound—300 tons molding sand—Bidder 39, \$1,977; 66, \$1,935; 91, *\$1,935.

Class 122. Puget Sound—25 tons foundry pig iron—Bidder 21, item 1, \$755.50, item 1a, \$1,250; 24, item 1, \$1,125, 1a, \$1,325; 61, item 1, \$812.25; 66, item 1, \$900, 1a, \$950; 81, item 1, \$783.75; 139, item 1, *\$737.50, 1a, \$737.50.

Class 123. Puget Sound—75 tons foundry pig iron—Bidder 21, \$2,271.50, \$3,725; 24, \$3,330, \$3,200; 61, item 1, \$2,387.50; 66, item 1, \$2,450, 1a, \$2,750; 81, item 1, \$2,230; 139, item 1a, *\$2,187.50.

Class 124. Puget Sound—50 tons machinery scrap cast iron—Bidder 24, item 1, \$2,395, 1a, \$2,605; 61, item 1, *\$850; 66, item 1, \$1,825, 1a, \$1,850.

Class 125. Puget Sound—94,913 lbs. steel plates—Bidder 31, item 1, \$2,828.40; 61, item 1, \$3,132.13; 66, item 1a, \$4,033.80; 73, *item 1, \$2,676.55, 1a, \$2,657.56.

Class 126. Puget Sound—134,414 lbs. flange boiler steel—Bidder 31, item 1, \$4,099.62; 34, item 1, \$4,166.83, 1a, \$4,025.70; 61, item 1, \$4,758.26; 66, item 1a, \$11,962.85; 73, item 1, \$3,763.59, 1a, \$3,514.93; 81, item 1, *\$3,698.89; 151, item 1, \$4,234.04.

Class 127. Puget Sound—26,500 lbs. boiler steel rivet rod—Bidder 31, *\$906.30; 34, item 1, \$1,192.50,

1a, \$1,164.67; 61, item 1, \$1,033.50; 66, item 1a, \$2,120; 151, item 1, \$1,136.85.

Class 128. Puget Sound—47,016 lbs. round steel—Bidder 23, item 1, \$1,880.64; 31, item 1, *\$1,372.87; 34, item 1, \$2,115.72, 1a, \$2,066.35; 61, item 1, \$2,134.53; 66, item 1a, \$2,468.34.

Class 129. Puget Sound—43,945 lbs. steel billets—Bidder 23, *\$1,867.66; 61, \$2,062.02; 66, item 1a, \$2,307.11.

Class 130. Puget Sound—26,968 lbs. steel forgings—Bidder 23, 1, \$1,752.92; 34, *1, \$1,334.92; 1a, \$1,306.60; 61, 1, \$2,087.32; 66, 1a, \$1,780.67.

Class 131. Puget Sound—A quantity of steel angles, channels, tees, I beams, etc.—Bidder 24, 1, \$4,881.33, 1a, \$6,628.32; 31, *1, \$2,990.46; 61, 1, \$3,867.70; 66, 1a, \$5,377.95.

Class 132. Puget Sound—A quantity of annealed tool steel—Bidder 21, \$1,601.77 and \$1,517.02; 23, \$1,978.50, item 1; 25, 1, \$1,554.75; 34, 1, \$1,259.25, 1a, \$2,036.13; 35, 1, \$1,907.88; 61, 1, \$2,033.75; 66, 1, \$2,284; 75, 1, \$2,308.71; 76, 1, \$1,795.18; 76, \$1,504.25; 81, 1, \$2,056.62; 156, 1, \$2,442.37; 176, \$4,385.25 and *\$1,553.50.

Class 133. Puget Sound—27,500 lbs. condenser tubes—Bidder 36, 1, \$7,931; 125, 1, \$7,975.

SCHEDULE 531.—Bureau of Yards and Docks and Navigation.

Class 171. Portsmouth—63,000 ft. white oak docking keel blocks—Bidder 29, \$7,056; 48, \$4,662; 49, \$4,410; 80, \$5,030.55 and \$3,770.50; 115, \$4,725; 119, *\$3,780; 143, \$4,158 and \$6,993; 144, \$4,693.50.

Class 172. Newport—24 target frames and 24 sliding frames—Bidder 43, \$201.60; 48, \$564; 93, *\$135.36; 123, \$312.

SCHEDULE 532.—Bureau of Equipment.

Class 181. New York—A quantity of chinaware—Bidder 149, *\$2,157.09.

Class 182. New York—A quantity of glassware—Bidder 149, *\$2,159.72.

Class 183. New York—18,000 incandescent lamps—Bidder 27, \$2,920; 38, informal; 50, \$2,920; 58, \$3,080; 62, *\$2,920; 114, \$2,290; 122, \$2,920; 135, \$2,920; 166, \$3,080; 183, \$2,920.

Class 184. New York—300 Leclanche cells—Bidder 27, \$162; 114, \$160.50; 145, \$650; 166, *\$150.

Class 185. Newport—A quantity of wire, cable, twin wire, etc.—Bidder 27, \$1,054.03; 58, \$1,010.90; 114, \$1,206.95; 166, *\$988.84; 181, \$1,381.02.

Class 186. League Island—A quantity of push buttons, buzzers, zines, rubber bands, paraffin wax, soldering compound, switches, etc.—Bidder 114, \$236.50; 166, *\$212.60; 186, \$246.

Class 187. Norfolk—2,036 lbs. planished cold rolled copper—Bidder 34, \$529.36; 70, *\$486.60; 72, \$529.36; 102, \$529.36; 150, \$529.36.

Class 188. New York—20 sheets hard sheet rubber—Bidder 21, \$407.40; 64, \$405.50; 99, \$478.80; 100, \$487.84; 114, \$383.04; 166, *\$345.80.

SCHEDULE 533.—Bureau of Ordnance.

Class 191. Norfolk—8 box window frames and 8 four-light windows—Bidder 172, *\$60.

Class 192. Norfolk—2,500 ft. Paroid roofing—Bidder 9, \$75; 28, *\$72.50; 77, \$84.75.

Class 193. Norfolk—Gutters, down spouts, ventilators, etc.—Bidder 28, *\$321.16.

Class 194. Portsmouth—3 chucks—Bidder 28, *\$51.70; 40, \$64.92; 55, \$52; 99, \$61; 100, \$67.20; 104, \$61.

Class 195. Portsmouth—1 crane and hoist—Bidder 21, \$73; 71, *\$70; 100, \$89.40.

Class 196. Washington—A quantity of copper belt rivets—Bidder 32, \$1,235; 72, *\$1,175.22; 142, \$1,329.

Class 197. Washington—3,500 lbs. cold rolled brass wire—Bidder 19, *\$630; 32, \$630; 72, \$630; 139, \$630.

Class 198. Washington—10,000 brass cotter pins—Bidder 24, \$49.90; 55, \$51.80; 64, \$19.90; 71, \$19.50; 100, \$21; 104, *\$19; 116, \$22.10.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 199. Newport—Wrought brass butts, brass chest locks, chest handles and screws, etc.—Bidder 99, \$17.75; 100, \$35.25; 123, *\$17.70; 184, \$28.85.

Class 200. Portsmouth—Mandrels, tools, band saws, emery wheels, etc.—Bidder 40, \$140; 99, *\$120.05; 104, \$184.37.

†Class 201. Portsmouth—Cutters, mills, saws, etc.—No bids.

Class 202. Newport—525 ft. cherry—Bidder 48, *\$90; 65, \$262.48; 123, \$115.50; 126, \$153.75; 163, \$131.25.

Class 203. Norfolk—A quantity of yellow pine—Bidder 48, *\$1,082.02, item 24, \$48; 65, \$1,402.01, item 24, no bid; 172, \$1,100.91, item 24, \$72.

Class 204. Washington—600,000 lbs. manganese bronze—Bidder 3, *\$101,940; 29, \$107,640; 132, \$113,280.

Class 205. Washington—205,800 lbs. cold rolled copper—Bidder 1, \$45,790.50; 32, \$45,790.50; 34, \$45,790.50; 70, *\$44,205.84; 72, \$45,790.50; 150, \$45,790.50.

Class 206. Washington—2,600,000 lbs. refined copper—Bidder 112, \$509,600; 154, *\$490,100; 173, \$492,700.

†Class 207. Washington—200,000 lbs. zinc—Bidder 112, \$20,800; 174, \$20,500.

Class 208. Washington—260,000 lbs. tin—Bidder 32, \$117,000; 112, \$103,220; 112, *\$35,730, part; 178, \$106,340.

Class 209. Washington—56,000 lbs. machine steel—Bidder 31, \$1,540; 34, *\$1,533.28; 81, \$1,624; 92, \$2,100.

SCHEDULE 534.—Bureau of Construction and Repair.

Class 211. Portsmouth—2,000 lbs. oakum—Bidder 21, \$121.78; 28, \$125; 55, \$126; 64, *\$116.80; 104, \$140; 116, \$117; 148, \$134.

Class 212. Boston—22 chairs—Bidder 64, *\$168.08; 67, \$170.28; 88, \$170.28; 98, \$185.68.

Class 213. New York—25 sets pipe end reamers—Bidder 64, \$61.25; 99, *\$98.75 and \$73.75; 104, \$150.

†Class 214. Portsmouth—400 ft. iron chain—Bidder 90, \$217; 99, \$214; 104, \$262.54; 107, \$163.60; 111, \$179; 152, \$163.68.

Class 215. Portsmouth—22,000 lbs. round bar rivet steel—Bidder 31, \$468.60; 34, \$605; 51, \$880; 57, *\$446; 151, \$640.20; 176, \$770.

Class 216. New York—Bath tubs, lavatories, urinals, sinks, etc.—Bidder 79, *\$3,276.20; 95, \$3,986.50.

Class 217. Portsmouth—2,500 lbs. muriatic acid—Bidder 17, *\$46.75, 24, \$56; 55, \$70; 148, \$74.50.

Class 218. League Island—For making repairs to the U. S. S. *Keystone State*—Bidder 29, *\$3,050.

SCHEDULE 535.—Bureau of Steam Engineering.

†Class 221. Boston—A quantity of tinned Norway iron rivets, steel tap bolts and countersink head steel rivets—No bids.

Class 222. Boston—48 emery wheels—Bidder 128, \$37.62; 40, \$40.23; 99, \$45; 104, *\$37.26; 109, \$38.04.

Class 223. Boston—A quantity of special wheels for Walker universal tool and cutter grinder—Bidder 28, \$52.38; 40, *\$48.96; 99, \$56.28; 109, \$49.14.

Class 224. Boston—A quantity of slitting saws—Bidder 10, \$50.80; 40, \$50.80; 64, \$50.52; 71, *\$42.72; 87, \$50.64; 99, \$50.52; 100, \$51.90; 104, \$49.80; 116, \$51.10; 146, \$48.48; 162, \$45.72; 184, \$52.20.

Class 225. Boston—A quantity of spur gear cutters and bevel gear cutters—Bidder 10, \$183.92; 40, \$183.91; 64, \$183.64; 71, \$177.04; 99, \$183.64; 100, \$186.50; 104, \$177.80; 146, \$172.86; 162, *\$165.48.

Class 226. New York—15 machinists' tool chests—Bidder 99, \$63; 180, *\$62.25; 184, \$75.

Class 227. Portsmouth—20 vertical simplex double acting feed pumps—Bidder 18, \$880; 42, \$1,055; 44, *\$800; 159, \$1,500.

Class 228. League Island—1 combined surface condenser and air and circulating pump—Bidder 18, \$1,085, \$1,055; 42, \$1,195, \$1,239; 44, \$1,190; 124, \$1,070; 159, *\$1,024.50; 164, \$1,080.

*Accepted.

Class 229. Norfolk—2 Hauck's patent burners—Bidder 118, *\$765.

Class 230. Annapolis—A quantity of bolts, chain, files, etc.—Bidder 20, \$195.29; 99, *\$160.67.

Class 231. New York—A quantity of miscellaneous hardware—Bidder 99, *\$501.30.

Class 232. Norfolk—235 lbs. rolled bronze—Bidder 29, \$70.50; 150, *\$58.75.

Class 233. League Island—286 lbs. hard rolled brass—Bidder 19, *\$101.81; 32, \$101.80; 72, \$161.81; 150, \$101.81.

Class 234. League Island—510 lbs. hard rolled copper—Bidder 34, \$122.40; 72, \$122.40; 78, *\$122.40; 102, \$122.40; 150, \$122.40.

Class 235. New York—A quantity of bar steel and steel bars and billets—Bidder 34, \$1,014.74; 81, *\$737.10; 92, \$1,047.60; 151, \$2,211.30.

Class 236. Boston—47,190 lbs. ribbed steel floor plates—Bidder 51, \$1,887.60; 52, *\$1,415.70; 81, \$1,462.89; 152, \$2,057.48.

Class 237. League Island—2,000 ft. air hose—Bidder 16, \$1,660; 127, *\$850; 141, \$850; 145, \$1,375; 182, \$1,495.

Class 238. Annapolis—50 lbs. sheet gum packing—Bidder 16, \$35; 63, \$37.50; 110, \$55; 141, *\$35.

Class 239. New York—50 lbs. square Tuck's packing—Bidder 16, \$37.50; 63, *\$29.50; 141, \$30.

Class 240. Portsmouth—A quantity of copper pipe—Bidder 19, \$612.92; 22, \$619.98; 78, *\$604.58; 129, \$604.58.

Class 241. Norfolk—A quantity of copper tubing—Bidder 19, \$268.84; 129, *\$264.83; 142, \$271.30.

Class 242. New York—24 brass cased steam gages—Bidder 104, \$79.20; 133, \$64.80; 180, *\$54.

Class 243. Norfolk—1 duplex marine spring safety valve, 2 water gages, 3 centers for reflex water gage, steam gages, draft gage, revolution counter, etc.—Bidder 83, \$502.25; 103, \$507; 104, *\$393.70.

Class 244. League Island—A quantity of globe valves, miscellaneous hardware, naval bronze, wrenches, copper pipe, rivets, etc.—Bidder 54, \$292.70; 99, *\$273.06; 100, \$392.18; 104, \$502.68.

SCHEDULE 536.—Bureau of Supplies and Accounts.

Class 251. Newport—A quantity of steel bolts and nuts and brass and iron screws and cutters—Bidder 99, \$45.30; 146, *\$41.50.

†Class 252. Portsmouth—Withdrawn.

Class 253. Portsmouth—A quantity of bolts and nuts, etc.—Bidder 146, *\$144.

Class 254. Portsmouth—75 crucibles—Bidder 28, *\$129.88; 32, \$130; 100, \$145; 128, \$133.75.

Class 255. Portsmouth—6 sets standard iron pipe taps and dies—Bidder 64, \$77.34; 71, \$78; 81, \$123.60; 83, \$81; 99, *\$75; 100, \$102; 104, \$80.10.

Class 256. Portsmouth—A quantity of steel wire brads, nails, stove bolts, wood screws, twist drills, files, punches, saws, etc.—Bidder 99, *\$111.61.

Class 257. Portsmouth—A quantity of white ash—Bidder 2, \$1,203; 8, *\$1,093.50; 48, \$1,116; 49, \$1,320; 65, \$1,124.60; 80, \$1,145.41; 84, \$1,170; 96, \$1,162.50; 126, \$1,202; 136, \$1,095; 143, \$1,330; 158, \$1,157; 163, \$1,126.50; 167, \$1,174.50.

Class 258. Portsmouth—A quantity of white pine—Bidder 2, \$4,230; 48, \$3,824; 49, \$4,447; 65, \$4,325.20; 80, \$4,170.55; 84, \$3,843; 96, \$4,283; 143, \$4,446; 158, \$4,300; 167, \$4,197; 175, *\$3,637.00.

Class 259. Portsmouth—300 lbs. planished iron—Bidder 51, *\$30.

Class 260. Portsmouth—250 lbs. spelter solder—Bidder 24, \$75; 32, *\$39.87; 51, \$55; 72, \$41.12.

Class 261. Portsmouth—500 ft. magnesia pipe covering—Bidder 4, \$82.50; 28, \$93.50; 77, \$80; 177, *\$77.

Class 262. Portsmouth—15 bbls. pipe clay—Bidder 24, *\$26.

OPENED MAY 29, 1906.

Bidder 1. American Steel and Wire Co., 21 State street New York.

2. F. W. Bird & Son, East Walpole, Mass.

† No award.

Schedule of proposals for naval supplies—Continued.

3. Almend W. Barnes, Eagle and West streets, Brooklyn, N. Y.
4. Baldwin Steel Co., 133 Reade street, New York.
5. Bliven & Carrington, Inc., 116 Broad street, New York.
6. Benedict & Burnham Manufacturing Co., 99 John street, New York.
7. Berry & Aikens, 36th and Wharton streets, Philadelphia, Pa.
8. F. S. Banks & Co., 73 Warren street, New York.
9. Bridgeport Brass Co., 253 Broadway, New York.
10. Boston Belting Co., 256 Devonshire street, Boston, Mass.
11. Bethlehem Steel Co., South Bethlehem, Pa.
12. Bailey-Libby Co., 213 Meeting street, Charleston, S. C.
13. J. W. Bishop Co., 109 Foster street, Worcester, Mass.
14. Geo. F. Blake Manufacturing Co., 114 Liberty street, New York.
15. Beach Soap Co., Lawrence, Mass.
16. A. S. Bacon & Sons, Savannah, Ga.
17. Binney & Smith Co., 81 Fulton street, New York.
18. Bridgeman Bros. Co., 1426 Washington avenue, Philadelphia, Pa.
19. Carter & Clarke, Washington.
20. Carpenter Steel Co., Reading, Pa.
21. Chas. Cory & Son, 278 Division street, New York.
22. James Clendenin, Thames and Caroline streets, Baltimore, Md.
23. Carnegie Steel Co., Pittsburg, Pa.
24. Wm. Wirt Clark & Son, 546 Monument street, Baltimore, Md.
25. Carolina Portland Cement Co., Charleston, S. C.
26. Cameron & Barclay Co., 160 Meeting street, Charleston, S. C.
27. Commercial Electric Supply Co., 15th and Pine streets, St. Louis, Mo.
28. Crucible Steel Co. of America, Pittsburg, Pa.
29. Catlin & Co., 67 Chancery street, Boston, Mass.
30. Crew Levick Co., 113 Arch street, Philadelphia, Pa.
31. A. S. Cameron Steam Pump Works, 433 E. 23d street, New York.
32. Crandall Packing Co., 136 Liberty street, New York.
33. Chicago Pneumatic Tool Co., 95 Liberty street, New York.
34. Colonial Steel Co., Keystone Building, Pittsburg, Pa.
35. Derby Desk Co., 822 Chestnut street, Philadelphia, Pa.
36. Wm. J. Donahoe, Betz Building, Philadelphia, Pa.
37. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
38. M. T. Davidson, 43 Keap street, Brooklyn, N. Y.
39. Darling & Slade, 56 North Main street, Fall River, Mass.
40. Drew Machinery Agency, Manchester, N. H.
41. Electric Launch Co., Bayonne, N. J.
42. Eureka Supply Co., Chattanooga, Tenn.
43. Chas. Este Co., 20th and Glenwood avenue, Philadelphia, Pa.
44. Ellicott Machine Co., Bush and Severn streets, Baltimore, Md.
45. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
46. Franklin Chemical Works, Drexel Building, Philadelphia, Pa.
47. Franklin Electric Co., 80 Woodbine street, Hartford, Conn.
48. Fiske Bros. Refining Co., 15 Old Slip, New York.
49. L. W. Ferdinand & Co., 201 South street, Boston, Mass.
50. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
51. Fairbanks Co., 416 Broome street, New York.
52. General Electric Co., Schenectady, N. Y.
53. General Pneumatic Tool Co., Montour Falls, N. Y.
54. Ellis A. Gimbel, Market and 9th streets, Philadelphia, Pa.
55. William D. Gill & Sons, President street, Baltimore, Md.
56. Wm. Gelger, 97 Warren street, New York.
57. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
58. R. W. Geldart, 2 Stone street, New York.
59. Garlock Packing Co., 136 Liberty street, New York.
60. Gibson Soap Co., Washington.
61. Heywood Bros. & Wakefield Co., 174 Portland street, Boston, Mass.
62. F. W. Hannahs, Broad street, Newark, N. J.
63. Jos. M. Herman Co., 159 Lincoln street, Boston, Mass.
64. Halcomb Steel Co., Syracuse, N. Y.
65. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
66. Holbrook Bros., 89 Beekman street, New York.
67. Harral Soap Co., 468 Washington street, New York.
68. Harrington, King & Co., 49 Commercial street, Boston, Mass.
69. Heywood Bros. & Wakefield Co., 1010 Race street, Philadelphia, Pa.
70. E. F. Houghton & Co., 240 West Somerset street, Philadelphia, Pa.
71. Hisey-Wolf Machine Co., Cincinnati, Ohio.
72. Holtzer-Cabbott Electric Co., Brookline, Mass.
73. H. W. Johns-Manville Co., 100 William street, New York.
74. Jandus Electric Co., 180 Huron street, Cleveland, Ohio.
75. Geo. R. Johnson, American Building, Baltimore, Md.
76. Jenkins Manufacturing Co., 13 Park Row, New York.
77. Halsey Lumber Co., Lucas street, Charleston, S. C.
78. Kinsey Rainier & Thompson Co., 393 Broadway, N. Y.
79. J. B. Kendall, Washington, D. C.
80. Keuffel & Esser Co., 127 Fulton street, New York.
81. M. H. Lazarus Co., 207 King street, Charleston, S. C.; informal, no guarantee.
82. M. Leach, Boston, Mass.
83. Lucent Oil Co., 63 N. 2d street, Philadelphia, Pa.
84. Christopher Lipps Co., Baltimore, Md.
85. J. H. Leonard & Co., 15 Park Row, New York.
86. J. L. Mott Iron Works, Washington, D. C.
87. Merritt & Co., 1024 Ridge avenue, Philadelphia, Pa.
88. M. A. McCormick, 4 Sherman street, Newport, R. I.
89. Midvale Steel Co., Philadelphia, Pa.
90. Monroe Refrigerator, Lockland, Cincinnati, Ohio.
91. John A. F. Meyer, Bull and Gadsen streets, Charleston, S. C.
92. W. B. Moses & Sons, Washington, D. C.
93. Manhattan Electrical Supply Co., 17 Park place, New York.
94. A. Moses Sons & Co., 73 Worcester street, New York.
95. J. Gibson, McIlvane Co., 58th and Woodland avenue, Philadelphia, Pa.
96. Manning, Maxwell & Moore, 85 Liberty street, New York.
97. F. F. Meyer, jr., 385 Elizabeth avenue, Newark, N. J.
98. Montgomery & Co., 105 Fulton street, New York.
99. R. H. Macy & Co., 34 Broadway, New York.
100. Manhattan Supply Co., 127 Franklin street, New York.

Schedule of proposals for naval supplies—Continued.

101. New Jersey Asbestos Co., 52 Dey street, New York.
 102. Norfolk Creosoting Co., Norfolk, Va.
 103. National Electrical Supply Co., Washington, D. C.
 104. New York Belting and Packing Co., 91 Chambers street, New York.
 105. New Jersey Foundry and Machine Co., 9 Murray street, New York.
 106. National Carbon Co., West Madison and Highland avenues, Cleveland, Ohio.
 107. New York Woven Wire Mattress Co., 225 W. 28th street, New York.
 108. New York Lubricating Co., 116 Broad street, New York.
 109. Arthur Olsson, 368 Greenwich street, New York.
 110. J. Edw. Ogden Co., 147 Cedar street, New York.
 111. Old Dominion Paper Co., Norfolk, Va.
 112. Pettingill-Andrews Co., 100 Pearl street, Boston, Mass.
 113. Porter Co., 193 Water street, New York.
 114. J. W. Paxson, 1021 N. Delaware avenue, Philadelphia, Pa.
 115. Priest, Page & Co., 145 Franklin street, Boston, Mass.
 116. Uriah A. Pollock, 315 N. Howard street, Baltimore, Md.
 117. Queen & Co., 807 Arch street, Philadelphia, Pa.
 118. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
 119. John A. Roebling's Sons Co., Liberty street, N. Y.
 120. John F. Riley, 6 South street, Charleston, S. C.
 121. Rider & Cotton, 65 Market street, Portsmouth, N. H.
 122. Rudolph & West Co., Washington, D. C.
 123. Thomas R. Riley, Washington, D. C.
 124. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
 125. Rome Brass and Copper Co., Rome, N. Y.
 126. Bernard M. Skinner, 237 W. 141st street, New York.
 127. Standard Electric Manufacturing Co., 1432 Bedford avenue, Brooklyn, N. Y.
 128. Shoemaker & Bush, 511 Arch street, Philadelphia, Pa.
 129. Stokes Bros. Co., 30th below Chestnut street, Philadelphia, Pa.
 130. Gustavo H. Scroch, 291 Pearl street, New York.
 131. James J. Shaw, 125 Duane street, New York.
 132. Osgood Sayen, Arcade Building, Philadelphia, Pa.
 133. Charles G. Smith & Son, Washington, D. C.
 134. Fred A. Schmidt, Washington, D. C.
 135. Swan & Finch Co., 151 Maiden lane, New York.
 136. Sherman-Brown-Clements Co., 80 Murray street, New York.
 137. F. Sharpe & Son, Washington, D. C.
 138. Siegel, Cooper & Co., 18th street and Sixth avenue, New York.
 139. Thomas W. Smith, Washington, D. C.
 140. Standard Chemical Co., 60 Beverly street, Boston, Mass.
 141. Southeastern Lime and Cement Co., Charleston, S. C.
 142. Standard Scale and Supply Co., 243 Water street, Pittsburg, Pa.
 143. S. Lewis Simons, 16 Broad street, Charleston, S. C.
 144. A. G. Spalding & Bro., 126 Nassau street, New York.
 145. Slemmon & Elting, 104 Front street, New York.
 146. Henry Sondheimer, 108 La Salle street, Chicago, Ill.
 147. Smith Dove Manufacturing Co. Andover, Mass.

148. Schoevinger, Daly & Gales, 302 Broadway, New York.
 149. J. Spencer Turner Co., 86 Worth street, New York.
 150. Walter B. Timms, 61 Hudson street, New York.
 151. Edwin H. Taggart, 233 N. 3d street, Philadelphia, Pa.
 152. Edward A. Temple, 100 William street, New York.
 153. George C. Thomas, 26 Cortlandt street, New York.
 154. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
 155. U. S. Safe Co., Elizabeth, Pa.
 156. Universal Supply Co., 290 Broadway, New York.
 157. U. S. Gutta Percha Paint Co., Providence, R. I.
 158. Vermilye & Power, Battery place, New York.
 159. Vaik & Murdock Iron Works, Charleston, S. C.
 160. Voorhees Rubber Manufacturing Co., 48 Dey street, New York.
 161. Vacuum Oil Co., 29 Broadway, New York.
 162. Robert H. Van Schaack, Chicago, Ill.
 163. Valvoline Oil Co., 27 South street, Boston, Mass.
 164. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 165. W. A. Wood Co., 373 Atlantic avenue, Boston, Mass.
 166. Walker & Keppler, Chestnut street, Philadelphia, Pa.
 167. F. T. Witte Hardware Co., 106 Chambers street, New York.
 168. A. P. Wendall & Co., Portsmouth, N. H.
 169. Western Electric Co., 463 West street, New York.
 170. John Wanamaker, Broadway and 10th street, New York.
 171. Frank L. Young & Kimball, 111 Purchase street, Boston, Mass.
 172. York Safe and Lock Co., 55 Maiden lane, New York.
 173. Sibley & Pitman, 26 Warren street, New York; informal, no guarantee.
 174. Nickolette Lumber Co., N. W. Va.
 175. A. P. Swoyer, Philadelphia, Pa.

SCHEDULE 525.—Supplies and Accounts.

†Class 1. New York—100,000 prs. marine socks—Canceled.
 Class 2. New York—30,000 prs. low blucher oxford calf shoes—Bidder 54, \$75,750; 63, *\$82,200; 138, \$97,500; 170, \$81,450.

SCHEDULE 537.—Navigation.

Class 11. Newport—For completing auditorium building by the construction of a second story and for building platform or stage in second story. Bidder 13, \$15,842, item 1a, \$13,842, 2a, \$15,492; 30, item 1, \$12,139, item 1a, \$10,600, item 2a, \$11,480, item 3a, \$10,095, *\$10,812; 82, item 1, \$17,963, 1a, \$15,963, 2a, \$17,463, 3a, \$14,763; 88, item 1, \$16,755, 1a, \$13,536, 2a, \$16,200, 3a, \$16,360.

SCHEDULE 544.—Ordnance.

Class 21. Electrical equipment—Bidder 52, *\$6,448.
 Class 22. Electrical equipment—Bidder 52, *\$5,976 and \$5,680.
 Class 23. Electrical equipment—Bidder 52, *\$18,224.

SCHEDULE 545.—Equipment and Construction and Repair.

†Class 31. New Orleans—100 tons bituminous coal—No bids.

*Accepted.

†No award.

Schedule of proposals for naval supplies—Continued.

Class 32. Pensacola—3,000 ft. weatherproof conductor, 500 ft. flexible conductor, 1,000 ft. lamp cord, and 500 ft. twin conductors—Bidder 52, \$81.05; 56, \$240; 103, \$365; 169, \$108.83.

Class 33. Pensacola—100 porcelain weatherproof receptacles and 100 key sockets—Bidder 27, \$32.25; 52, \$34.50; 56, \$32.50; 103, \$32.25; 169, \$36.50.

Class 34. Pensacola—42 doz. cylinder ditty-box locks—Bidder 58, \$184.80; 118, \$189.84; 167, \$189.

Class 35. Pensacola—84 doz. ditty-box buttons, 42 doz. prs. ditty-box stop hinges, and 42 doz. prs. hinges—Bidder 58, \$231; 96, \$296.10; 100, \$263.76; 118, \$283.92.

Class 36. Pensacola—2 independent lathe chucks—Bidder 24, \$33; 96, \$28.40.

Class 37. Pensacola—3 improved roller tube expanders—Bidder 40, \$117; 65, \$142.50; 79, \$109; 96, \$126.50; 118, \$140.50.

Class 38. A quantity of miscellaneous hardware. Bidder 118, \$340.46.

Class 39. Pensacola—5,000 ft. cherry—Bidder 43, \$550; 45, \$575; 55, \$1,122.50; 95, \$3495.

Class 40. Pensacola—4,000 ft. white pine—Bidder 43, \$480; 45, \$3400; 55, \$692; 95, \$480.

†Class 41. Pensacola—20 lbs. spring brass and 200 lbs. medium hard brass—Bidder 22, \$81.20.

†Class 42. Pensacola—5 yds. soft white rubbing felt—Bidder 7, \$145.

†Class 43. Pensacola—2 qts. rose lake in Japan, 15 gals. dark wood filler, 15 gals. light wood filler, 25 lbs. pulverized pumice stone, and 50 lbs. white shellac—No bids.

†Class 44. Pensacola—1 standard gate valve and 1 cross valve with flange ends—Bidder 96, \$163.50.

SCHEDULE 546.—Steam Engineering.

Class 51. Key West—1,900 arch fire brick—Bidder 24, \$138.60.

Class 52. Key West—1,935 lbs. sheet steel—Bidder 8, \$57.46; 23, \$53.41.

SCHEDULE 549.—Yards and Docks.

Class 71. Charleston—865 bbls. Portland cement—Bidder 25, \$1,498.25; 141, \$1,444.55.

Class 72. Charleston—7,175 bu. clean building sand—Bidder 25, \$365.75; 91, \$290.50; 171, \$348.90.

Class 73. Charleston—456 tons broken granite—Bidder 25, \$727.47; 133, \$1,550.40; 171, \$735.90.

Class 74. Charleston—145,000 bricks—Bidder 24, \$2,102.50; 25, \$1,370.25; 171, \$1,428.25.

Class 75. Charleston—10,000 vitrified brick—Bidder 24, \$145; 25, \$275; 171, \$265.

Class 76. Charleston—50 rolls building paper—Bidder 2, \$205 and \$87.50; 7, \$100; 12, \$37.50; 24, \$37.50; 25, \$31.50; 26, \$35; 141, \$45; 156, \$36.

Class 77. Charleston—40 units of unit expanded metal lockers and 1 wire mesh partition—Bidder 87, \$235.

Class 78. Charleston—A quantity of miscellaneous hardware—Bidder 12, \$115.17; 26, \$128.40; 96, \$168.67.

Class 79. Charleston—A quantity of miscellaneous hardware—Bidder 100, \$308.00; 118, \$311.85.

Class 80. Charleston—250 pine piles—Bidder 16, \$3500; 45, \$750; 75, \$1,237.50; 77, \$500; 143, \$607.50.

Class 81. Charleston—A quantity of miscellaneous lumber—Bidder 16, \$4,083.38; 45, \$4,550.84; 77, \$3,603.10.

Class 82. Charleston—3,624 ft. creosoted pine—Bidder 45, \$271.80; 102, \$271.80.

Class 83. Charleston—Doors, transoms, frames, casings, etc.—Bidder 16, \$914.92; 45, \$1,407.62.

Class 84. Charleston—Cross-arms for poles, etc.—Bidder 45, \$1,233; 169, \$500.85.

Class 85. Charleston—2,296 lbs. wrought iron stirrups—Bidder 42, \$287; 120, \$114.80; 153, \$178.24.

Class 86. Charleston—A quantity of manhole covers—Bidder 7, \$2,227.50; 105, \$395.25; 120, \$381.25; 153, \$604.65; 159, \$586.

†Class 87. Charleston—200 gals. hard oil—No bids.

*Accepted.

Class 88. Charleston—A quantity of vitrified terra-cotta sewer pipe and fittings—Bidder 24, \$2,393.17; 25, \$1,604.64.

SCHEDULE 538.—Equipment.

Class 141. New York—100 arc lamps—Bidder 27, \$1,080; 52, \$2,000; 74, \$1,930; 103, \$1,745.

†Class 142. New York—3,101 incandescent lamps—Bidder 27, \$589.19; 47, \$589.19; 52, \$589.19; 56, \$589.19; 93, \$589.19; 103, \$589.19; 112, \$589.19; 127, \$589.19; 166, \$589.19; 169, \$589.19.

Class 143. New York—70 water-tight bells—Bidder 21, \$418.50; 72, \$370; 103, \$430; 169, \$432.50.

Class 144. League Island—160 brushes, 1 set brush holders and 8 brush-holder springs—Bidder 52, \$33.90; 103, \$34.30; 106, \$26.40, part, and \$29.20, part.

†Class 145. League Island—Wire, sockets, etc.—Bidder 56, \$172.90.

Class 146. Boston—A quantity of crucible steel wire—Bidder 1, \$5,250; 22, \$5,435; 100, \$4,603; 119, \$4,852.50; 153, \$4,780.

Class 147. League Island—2 laundry irons and 2 soldering irons—Bidder 103, \$19.32; 112, \$33; 166, \$20.43; 169, \$24.25.

Class 148. New York—6 tool boxes for night signal sets—Bidder 52, \$36.

Class 149. League Island—Shovels, punches, taps, and dies, wrenches, screws, wire, etc.—Bidder 50, \$154.07; 96, \$165.80; 98, \$186.45.

†Class 150. New York—200 ft. rubber hose and 200 ft. rubber tubing—No bids.

Class 151. Boston—6,000 gals. whale oil—Bidder 126, item 1, \$2,625, 1a, \$2,520; 171, item 1, \$2,754, 1a, \$2,658.

Class 152. Boston—6,000 gals. engine oil—Bidder 5, item 1, \$1,020; 30, item 1, \$862.50, 1a, \$772.50; 36, item 1, \$2,340, 1a, \$2,250; 48, item 1, \$930, 1a, \$750; 83, item 1, \$840; 108, item 1, \$1,050, 1a, \$945; 126, item 1, \$584.40, 1a, \$480; 135, item 1, \$1,200; 154, item 1, \$652.50, 1a, \$525; 163, item 1, \$2,280, 1a, \$2,160; 165, item 1, \$825, 1a, \$729; 171, item 1, \$717, 1a, \$621.

Class 153. Boston—6,000 gals. Wilmington tar—Bidder 8, \$665.40; 24, \$720; 48, \$659.40; 53, \$692.40; 68, \$801; 109, \$727.14; 128, \$804.

Class 154. League Island—165 lbs. polishing paste—Bidder 109, \$13.20.

Class 155. New York—2 speed indicators—Bidder 21, \$170; 96, \$178.50; 169, \$180.

Class 156. Boston—15,000 lbs. flax twine—Bidder 111, \$4,980; 147, \$5,100.

Class 157. Boston—5,000 lbs. cotton twine—Bidder 29, \$1,300; 68, \$1,485; 149, \$1,250.

Class 158. League Island—Athletic supplies—Bidder 144, \$131.45; 148, \$116.55.

Class 159. Boston—1,000 lbs. soap—Bidder 3, \$37.50; 67, \$55; 109, \$53.30; 156, \$43.

Class 160. Norfolk—2,064 lbs. soap powder—Bidder 3, \$72.24; 15, \$72.24; 24, \$78.43; 46, \$61.92; 60, \$113.52; 84, \$74.30; 128, \$92.47; 140, \$56.76; 156, \$87.72.

Class 161. Portsmouth—1,968 lbs. soap powder—Bidder 3, \$68.88; 15, \$68.88; 24, \$74.78; 46, \$59.04; 60, \$108.24; 84, \$70.85; 128, \$88.17; 140, \$54.12; 150, \$83.64.

Class 162. League Island—4,000 lbs. soap powder—Bidder 3, \$140; 15, \$140; 24, \$152; 46, \$120; 60, \$220; 84, \$144; 128, \$169.60; 140, \$110; 150, \$168.

SCHEDULE 539.—Navigation.

Class 171. Annapolis—8 plain oak tables—Bidder 35, \$249; 92, \$246.80; 99, \$273; 116, \$238.

Class 172. Annapolis—27 refrigerators—Bidder 90, \$1,218; 92, \$1,494.

Class 173. Annapolis—4 Bushnell's improved Collin planimeters—Bidder 58, \$75.28; 65, \$78; 96, \$90; 98, \$78; 117, \$90; 134, \$79.20.

Class 174. Annapolis—1 boiler test pump and gage—Bidder 7, \$69.70; 18, \$130; 96, \$32.50; 98, \$326.

Class 175. Annapolis—2 Bachelder adjustable spring indicators—Bidder 58, \$115.80; 65, \$119.80; 96, \$182; 134, \$122.

†No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 540.—Ordnance.**

Class 181. League Island—5 duplex purchases—Bidder 8, \$200; 24, \$258.75; 51, \$3107.75; 58, \$164.50; 65, \$187.50; 79, \$112.50; 96, \$171.50; 98, \$143.50.

Class 182. Indian Head—Spring steel, steel letters, steel figures, blacksmith's forge, hand blower, etc.—Bidder 96, \$47.90; 98, \$41.

Class 183. Washington—75,000 ft. white ash—Bidder 19, \$3,862.50; 43, \$4,875; 45, \$3,892.50; 55, \$4,417.50; 123, \$4,012.50; 139, \$4,200; 146, \$4,350; 164, \$4,087.50.

Class 184. Washington—27,000 ft. oak—Bidder 19, \$756; 43, \$1,215; 45, \$903; 55, \$1,342.25; 75, \$741.65; 123, \$850.50; 129, \$1,036.80; 139, \$729; 146, \$1,296; 164, \$1,066.50; 174, \$1,566.

Class 185. Washington—100,000 ft. white pine—Bidder 43, \$4,700; 45, \$3,875; 55, \$3,644; 75, \$4,395; 123, \$4,050; 129, \$4,225; 139, \$4,100; 164, \$3,995.

Class 186. Washington—100,000 ft. Virginia pine—Bidder 19, \$3,450; 43, \$3,650; 45, \$3,200; 55, \$3,562; 75, \$3,880; 123, \$3,550; 139, \$3,500; 164, \$4,500.

Class 187. Washington—20,000 ft. Georgia pine—Bidder 16, \$800; 19, \$360; 45, \$950; 55, \$749; 75, \$746.50; 123, \$730; 139, \$720.

SCHEDULE 541.—Construction and Repair.

Class 191. New York—2 electric motors and a quantity of electrical supplies—Bidder 33, \$7,628.80; 41, \$5,988.40; 56, \$6,817.

Class 192. Portsmouth—A quantity of chairs and stools—Bidder 58, \$386.55; 62, \$290.55; 69, \$410.68; 92, \$390.55; 99, \$414.49.

Class 193. Portsmouth—8 wire mattresses—Bidder 99, \$36.40; 107, \$32.

Class 194. Portsmouth—Mirrors, brush cups, soap dishes, tumblers, etc.—Bidder 50, \$67.40; 76, \$73.45; 86, \$123.90; 131, \$306.49.

Class 195. Portsmouth—30 roller-bearing trolleys for eyebeam track—Bidder 44, \$870; 51, \$1,140; 53, \$330; 58, \$612; 65, \$960; 96, \$750; 100, \$749.10; 118, \$900; 122, \$930; 153, \$713.

†Class 196. Portsmouth—29 chain blocks—Bidder 8, \$1,239; 24, \$1,474.40; 51, \$1,552; 65, \$1,552; 79, \$1,552; 96, \$1,326.21; 100, \$1,289.98; 110, \$1,176.05; 118, \$1,552; 121, \$1,552; 122, \$1,395.50; 158, \$1,161.75.

Class 197. Boston—1 portable electric drill—Bidder 33, \$67.50; 50, \$72; 51, \$72; 71, \$72; 96, \$72; 98, \$58; 136, \$64.

Class 198. Boston—60 metal scrapers—Bidder 50, \$44.40; 98, \$44.40; 100, \$58.20; 118, \$52.50.

Class 199. League Island—80 ship scrapers—Bidder 96, \$40; 98, \$31.20.

Class 200. New York—18 doz. die-sinker's rifler files, 12 doz. key blanks, and 20 lbs. brass wire—Bidder 98, \$352.70.

Class 201. Portsmouth—A quantity of miscellaneous hardware—Bidder 50, \$299.82; 96, \$498.40; 98, \$328.41.

Class 202. Boston—A quantity of miscellaneous hardware—Bidder 50, \$339.85; 96, \$356.60; 98, \$347.55.

Class 203. New York—A quantity of tool steel—Bidder 4, \$1,334.50; 8, \$1,241.05; 11, \$1,562; 20, \$1,180.25; 28, \$2,016; 34, \$987; 64, \$1,542; 89, \$1,054.50; 110, \$380.10 and \$1,359.20; 130, \$1,698.

Class 204. New York—5,940 lbs. drill rods—Bidder 28, \$909.70; 64, \$1,009.80; 65, \$3594; 79, \$784.08; 130, \$1,346.70; 152, \$752.60.

Class 205. Boston—72 ft. suction hose, 36 extra spanners, and 3 strainers—Bidder 10, \$321.18; 57, \$242.40; 118, \$290.64; 132, \$219.48.

Class 206. Portsmouth—4,000 lbs. black marine glue—Bidder 17, \$520; 24, \$400; 49, \$480; 121, \$520; 145, \$500.

Class 207. New York—675 lbs. copper pipe—Bidder 6, \$218.49; 9, \$218.49.

Class 208. Portsmouth—1 pump water-closet—Bidder 76, \$102; 86, \$96.

Class 209. New York—275 glass lenses—Bidder 37, \$236.25; 66, \$347.50; 89, \$218.75.

*Accepted.

SCHEDULE 542.—Steam Engineering.

Class 211. New York—10 lbs. pure rubber tape and 50 cut-outs—Bidder 56, \$27.50.

Class 212. Portsmouth—4 pulleys—Bidder 8, \$33; 24, \$40.03; 50, \$44.23; 52, \$49.34; 65, \$47.40; 79, \$48; 96, \$36.25; 118, \$46.84; 121, \$54.81; 168, \$43.

Class 213. New York—6 simplex pumps—Bidder 14, \$390; 38, \$240; 40, \$327.60.

Class 214. Boston—1 vertical direct acting single piston steam pump—Bidder 14, \$391.50; 31, \$200; 38, \$240; 40, \$450.

Class 215. Portsmouth—8 glass fronts, 2 glass sides, 3 lamp shears, 12 lamps, 25 lanterns, etc.—Bidder 50, \$84.95; 96, \$86.53; 113, \$84.50; 168, \$80.55.

Class 216. Portsmouth—Oil syringes, scales, brass, indicator cord, bushings, chisels, hammers, wrenches, etc.—Bidder 50, \$97.90; 96, \$105.78; 98, \$110.60.

Class 217. Portsmouth—2 tube cleaners—Bidder 58, \$110.80; 168, \$90.

†Class 218. Boston—1,000 flat-head steel machine bolts—Bidder 110, \$51.90.

†Class 219. Boston—1 platform scale—Bidder 8, \$104.95; 40, \$134.75, \$157, and \$181; 50, \$113 and \$133; 51, \$96; 96, \$105; 97, \$95.75 and \$113.75; 98, \$110; 115, \$135; 142, \$95.

†Class 220. Boston—4 circular cutting-off saws—Bidder 50, \$70; 79, \$53; 85, \$52; 96, \$57.20; 110, \$58.80.

Class 221. Norfolk—3 sets steel stamping letters, 48 twist drills, and 12 sets taps—Bidder 65, \$23.04, part; 96, \$30.21; 98, \$34.95; 110, \$38.31.

Class 222. Portsmouth—Draftsman supplies—Bidder 80, \$104.01; 96, \$97.86; 98, \$110.30; 111, \$121.55; 117, \$106.90; 134, \$103.07; 137, \$104.44.

Class 223. League Island—1,800 ft. white pine pattern lumber—Bidder 43, \$245; 45, \$183; 55, \$289.92; 164, \$196.

Class 224. Portsmouth—150 lbs. packing—Bidder 59, \$97.96; 73, \$76.70; 121, \$92.36; 132, \$59.10; 160, \$97.58.

Class 225. Portsmouth—110 lbs. sheet gum—Bidder 10, \$121; 132, \$108.90; 160, \$110.

Class 226. Portsmouth—75 lbs. square spiral steam packing—Bidder 8, \$54.25; 32, \$93.75; 59, \$99.22; 101, \$45; 104, \$52.50; 121, \$71.25; 132, \$44.25; 160, \$45.

Class 227. Portsmouth—350 ft. rubber engine hose—Bidder 57, \$346.50; 104, \$357; 132, \$294; 160, \$350.

Class 228. Portsmouth—50 ft. rubber hose—Bidder 104, \$38; 132, \$30.50; 160, \$35; 168, \$44.50.

Class 229. Portsmouth—8 rubber mats—Bidder 92, \$15.80; 132, \$14.32.

†Class 230. Boston—500 lbs. cast steel cement—Bidder 7, \$200; 8, \$130; 24, \$97; 96, \$74.50; 114, \$65; 124, \$77.50; 126, \$95; 157, \$47.50.

†Class 231. Boston—100 galls. oil—Bidder 48, \$40; 70, \$25; 108, \$23; 126, \$58; 154, \$29; 161, \$50; 163, \$75; 171, \$19.

Class 232. Portsmouth—500 galls. lubricating oil—Bidder 5, \$172.50; 30, \$175; 48, \$145; 83, \$120; 108, \$225; 126, \$170; 154, \$190; 171, \$123.75.

Class 233. New York—500 galls. engine oil—Bidder 5, \$75; 30, \$73.12; 36, \$195; 48, \$95; 70, \$95; 108, \$100; 126, \$105; 135, \$125; 154, \$95; 161, \$250; 171, \$86.25.

Class 234. League Island—252 lbs. copper pipe—Bidder 6, \$63; 7, \$66.78; 125, \$359.22; 175, \$63.

Class 235. Portsmouth—14 doz. gage glasses—Bidder 96, \$12.40; 99, \$12.26.

Class 236. League Island—1 steam siren—Bidder 96, \$250.50; 136, \$254.74.

†Class 237. Boston—2,000 arch fire brick and 2,500 large bullhead fire brick—Bidder 24, \$259.87.

Class 238. Portsmouth—30 lbs. sponges—Bidder 94, \$22.20; 98, \$27; 99, \$4.20; 111, \$24; 118, \$28.50; 128, \$13.20; 162, \$22.50; 167, \$30; 168, \$19.50.

SCHEDULE 543.—Supplies and Accounts.

Class 241. New York—30 safes—Bidder 78, \$759; 155, \$1,792.50; 172, \$1,185.

Class 242. New York—1,500,000 lbs. sugar—Bidder 62, \$68,220; 150, \$69,300.

†No award.

Schedule of proposals for naval supplies—Continued.

OPENED JUNE 5, 1906.

Bidder 1. Ansonia Brass and Copper Co., 99 John street, New York.

2. American Glue Co., 121 Beverly street, Boston, Mass.

3. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.

4. American Hemp Co., 130 Cheapside, Lexington, Ky.

5. Anchor Lamp Co., 258 Broadway, New York.

6. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

7. Associated Oil Co., Kohl building, San Francisco, Cal.

8. Adams & Westlake Co., 2042 N. 10th street, Philadelphia, Pa.

9. American Metal Co., Ltd., 52 Broadway, New York.

10. Berry & Aikens, 36th and Wharton streets, Philadelphia, Pa.

11. Robert H. Brown, 210 Georgia street, Vallejo, Cal.

12. Bethlehem Steel Co., South Bethlehem, Pa.

13. Belmont Iron Works, 22d street and Washington avenue, Philadelphia, Pa.

14. F. S. Banks & Co., 73 Warren street, New York.

15. F. C. Barton, 65 Worth street, New York.

16. R. C. Ballantyne, Washington, D. C.

17. John D. Baumann, 118 Maiden lane, New York.

18. Baldwin Steel Co., 133 Reade street, New York.

19. A. L. Brizzolaro, 119 Jackson street, San Francisco, Cal.

20. Big Savage Fire Brick Co., Frostburg, Md.

21. Boston Belting Co., 256 Devonshire street, Boston, Mass.

22. Bramhall-Deane Co., 262 Water street, New York.

23. Bridgeport Brass Co., 253 Broadway, New York.

24. J. E. Bates & Co., 190 Church street, New York.

25. L. A. Boutellier Co., 11th and Market streets, San Francisco, Cal.

26. Cyrus Borgner, 234 N. 73d street, Philadelphia, Pa.

27. Boston Woven Hose and Rubber Co., 29 Hampshire street, Cambridge, Mass.

28. R. P. Clarke Co., Washington, D. C.

29. James Clendenin, Baltimore, Md.

30. William Wirt Clark & Son, 546 Monument street, Baltimore, Md.

31. Joseph F. Curran, 56 Leonard street, New York.

32. Consolidated Electric Lamp Co., Danvers, Mass.

33. Carpenter Steel Co., Reading, Pa.

34. Continental Iron Works, Brooklyn, N. Y.

35. Edw. Convey & Sons, Clay street, San Francisco, Cal.

36. Cleveland Pneumatic Tool Co., Cleveland, Ohio.

37. F. F. Crannall, Jr., Albany, N. Y.

38. Crucible Steel Co., of America, Pittsburg, Pa.

39. T. V. Collins, Vallejo, Cal.

40. Carnegie Steel Co., Pittsburg, Pa.

41. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

42. Coe Brass Manufacturing Co., Ansonia, Conn.

43. Conant Bros. Co., 18 Elm street, Boston, Mass.

44. Colonial Steel Co., Pittsburg, Pa.

45. George Cowen, 14 Wooster street, New York.

46. G. Z. Demartini, 732 Vallejo street, San Francisco, Cal.

47. Drew Machinery Agency, Manchester, N. H.

48. Jacob Doid Packing Co., Buffalo, N. Y.

49. Eugene Dietzgen Co., 119 W. 23d street, New York.

50. Dawson-Rich Co., 1031 Market street, Philadelphia, Pa.

51. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

52. English-Wallace Co., 301 East street, San Francisco, Cal.

53. Edw. J. Etting, Harrison Building, Philadelphia, Pa.

54. E. F. Fonder Co., Land Title Building, Philadelphia, Pa.

55. Garrett Fitzmorris & Son, Vallejo, Cal.

56. Fitz, Dana & Co., 110 North street, Boston, Mass.

57. William Freeman, Norfolk, Va.

58. Fliske & Co., 161 Devonshire street, Boston, Mass.

59. Franklin Electric Manufacturing Co., Hartford, Conn.

60. Marshall Field & Co., 200 Adams street, Chicago, Ill.

61. Fairbanks Co., 416 Broome street, New York.

62. Frye Phipps & Co., 23 Pearl street, Boston, Mass.

63. Arthur Gamwell, Alaska Building, Seattle, Wash.

64. William Geiger, 97 Warren street, New York.

65. William D. Gill & Son, 701 President street, Baltimore, Md.

66. R. W. Geldart, 2 Stone street, New York.

67. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.

68. John Greig, 281 West street, New York.

69. General Electric Co., Schenectady, N. Y.

70. Gleason Fire Brick Co., Gleason, Pa.

71. Ellis A. Gimbel, Market and 9th streets, Philadelphia, Pa.

72. James Huggins, 200 Church street, New York.

73. G. H. Hammond Co., Union Stock Yards, Chicago, Ill.

74. Henshaw-Bulkley Co., 48 Fremont street, San Francisco, Cal.

75. Hilmer Harris Co., 8th and Kansas streets, San Francisco, Cal.

76. Handlan-Buck Manufacturing Co., 201 N. 3d street, St. Louis, Mo.

77. George B. Hewlett, 32 Front street, New York.

78. Martin L. Horn, 80 White street, New York.

79. Hartman Co., 1231 N. Front street, Philadelphia, Pa.

80. C. G. Hussey & Co., 2850 2d avenue, Pittsburg, Pa.

81. Harrison Brothers & Co., 35th street and Grey's Ferry road, Philadelphia, Pa.

82. S. F. Hayward & Co., 20 Warren street, New York.

83. Hadwin Houghton, 117 Fulton street, New York.

84. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.

85. Holtzer-Cabot Electric Co., Brookline, Mass.

86. Harron Rickard & McCone, 7th and Berry streets, San Francisco, Cal.

87. Ingersoll Milling Machine Co., Rockford, Ill.

88. Lewis H. Jones, Detroit, Mich.

89. William Jessops & Sons, 91 John street, New York.

90. Jenkins Manufacturing Co., 13 Park Row, New York.

91. Keystone Blue Paper Co., 910 Filbert street, Philadelphia, Pa.

92. Karthus Fire Brick Co., Karthus, Pa.

93. J. B. Kendall, Washington, D. C.

94. Keuffel & Esser Co., New York.

95. E. F. Keating Co., 432 Water street, New York.

96. Libby, McNeill & Libby, Chicago, Ill.

97. John Lucas & Co., 323 Race street, Philadelphia, Pa.

98. Lead-Lined Iron Pipe Co., Wakefield, Mass. Informal, no guarantee.

99. Latta & Terry Construction Co., Philadelphia, Pa.

100. R. Levick's Sons & Co., 720 Chestnut street, Philadelphia, Pa.

101. Samuel Lyttle, 301 Pennsylvania street, Vallejo, Cal.

102. John Masury & Son, P. O. box 1012, New York.

Schedule of proposals for naval supplies—Continued.

103. Jacob Myers & Co., 2310 Bryant street, San Francisco, Cal.
104. Monongahela Iron and Steel Co., Pittsburg, Pa.
105. Midvale Steel Co., box 1806, Philadelphia, Pa.
106. James Magarry, 310 Georgia street, Vallejo, Cal.
107. William S. Miller, 1110½ Broadway, Oakland, Cal.
108. D. & L. Minnl, 137 Georgia street, Vallejo, Cal.
109. Merchant & Evans Co., 517 Arch street, Philadelphia, Pa.
110. Monad Engineering Co., 147 Cedar street, New York.
111. Charles F. Matlage, 335 Greenwich street, New York.
112. Manhattan Supply Co., 127 Franklin street, New York.
113. Millbury Atlantic Supply Co., New York.
114. J. L. Mott Iron Works, Washington, D. C.
115. Manning, Maxwell & Moore, 85 Liberty street, New York.
116. Montgomery & Co., 105 Fulton street, New York.
117. R. H. Macy & Co., 34th and Broadway, New York.
118. Edwin McDevitt, 1501 Eddy street, San Francisco, Cal.
119. Nelson Morris & Co., Chicago, Ill.
120. New York Lubricating Oil Co., 116 Broad street, New York.
121. National Electrical Supply Co., Washington, D. C.
122. Newport Drygoods Co., 166 Thames street, Newport, R. I.
123. National Fireproofing Co., Canton, Ohio.
124. W. Busch Nelson, E. Main and Megowan streets, Lexington, Ky.
125. New Jersey Foundry and Machine Co., 9 Murray street, New York.
126. Niles-Bement-Pond Co., 111 Broadway, New York.
127. Old Dominion Paper Co., Norfolk, Va.
128. S. Obermayer Co., Cincinnati, Ohio.
129. Ox Fiber Brush Co., 1 Hudson street, New York.
130. Arthur O. Olson, 368 Greenwich street, New York.
131. Portland Stone Ware Co., 42 Oliver street, Boston, Mass.
132. R. J. Passalacqua & Co., 135 Georgia street, Vallejo, Cal.
133. Penn Metal Ceiling and Roofing Co., Boston, Mass.
134. Pierre Cluge, 712 Shrader street, San Francisco, Cal.
135. J. W. Paxson Co., 1021 N. Delaware avenue, Philadelphia, Pa.
136. Newton Poston, Beale and Bryant streets, San Francisco, Cal.
137. Nicholas Prost, 336 3d street, San Francisco, Cal.
138. Philadelphia General Supply Co., Washington, D. C.
139. John Rothchild & Co., 2207 Buchanan street, San Francisco, Cal.
140. Henry Raphael, 160 Duane street, New York.
141. Rider & Cotton, 65 Market street, Portsmouth, N. H.
142. Alexander Rogers, 143 Georgia street, Vallejo, Cal.
143. Richard C. Remmey Sons Co., 2634 Cumberland street, Philadelphia, Pa.
144. Rogers Bros. & Co., 623 Marine street, Vallejo, Cal.
145. Edwin Ross, 205 La Salle street, Chicago, Ill.
146. R. P. Rowe, 100 William street, New York.
147. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
148. H. Rosenthal & Bro., 418 W. Broadway, New York.
149. C. J. Rainier & Co., 518 Arch street, Philadelphia, Pa.
150. William C. Robinson & Sons Co., North street, Baltimore, Md.
151. Charles Rohe, 52 W. 36th street, New York.
152. Richards & Co., 200 Causeway street, Boston, Mass.
153. Mrs. A. E. Rowland, 330 Georgia street, Vallejo, Cal.
154. James A. Snook & Co., East street, foot of Mission, San Francisco, Cal.
155. E. F. Spear & Son, Paris, Ky.
156. Standard Oil Co. of New York, 26 Broadway, New York.
157. Sherwin-Williams Co., 104 Canal street, Cleveland, Ohio.
158. James W. Sederquist, 8 Oliver street, Boston, Mass.
159. Swift & Co., Union Stock Yards, Chicago, Ill.
160. A. G. Spalding & Bro., 126 Nassau street, New York.
161. Shelby Steel Tool Co., Pittsburg, Pa.
162. James B. Smith, 340 Stuart street, San Francisco, Cal.
163. F. A. Somers, 1000 6th street, San Francisco, Cal.
164. Thomas W. Smith, Washington, D. C.
165. Siegel-Cooper & Co., 18th street and 6th avenue, New York.
166. Schwartzchild & Sulzberger Co., New York.
167. Shoemaker & Bush, 511 Arch street, Philadelphia, Pa.
168. Stokes Brothers Co., 30th street below Chestnut, Philadelphia, Pa.
169. Bernard M. Skinner, 537 W. 141st street, New York.
170. Sherman-Brown-Clements Co., 80 Murray street, New York.
171. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
172. G. H. Schrock, 291 Pearl street, New York.
173. James H. Stittzer, Jr., Commonwealth Building, Philadelphia, Pa.
174. D. A. Tower, 306 Broadway, New York.
175. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
176. Taunton-New Bedford Copper Co., New Bedford, Mass.
177. Tabor Manufacturing Co., 18th and Hamilton streets, Philadelphia, Pa.
178. Technical Supply Co., 28 Reade street, New York.
179. Tilghman Brooksbank Sand Blast Co., 1126 S. 11th street, Philadelphia, Pa.
180. Edward A. Temple, 100 William street, New York.
181. Walter B. Tufts, 96 John street, New York.
182. Union Oil Co., of California, 16th and Illinois streets, San Francisco, Cal.
183. Augustus Uehlinger, 424 Santa Clara street, Vallejo, Cal.
184. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
185. Union Ice Co., 735 4th street, San Francisco, Cal.
186. Universal Supply Co., 290 Broadway, New York.
187. Vulcan Crucible Steel Co., Aliquippa, Pa.
188. Edward D. Verplank, 126 State street, Boston, Mass.
189. Vermilye & Power, 17 Battery place, New York.
190. Watt, Peters & Clay, Norfolk, Va.
191. John D. Westbrook, Norfolk, Va.
192. Wetherill & Bro., 126 S. 30th street, Philadelphia, Pa.
193. Hugh S. Walker & Co., San Francisco, Cal.
194. Aaron D. Weld's Sons, 121 State street, Boston, Mass.
195. Waldo Bros., 102 Milk street, Boston, Mass.
196. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
197. Western Electric Co., 463 West street, New York.
198. Walker & Keppler, 531 Chestnut street, Philadelphia, Pa.
199. John Wanamaker, Broadway and 10th street, New York.

Schedule of proposals for naval supplies—Continued.

200. Frank L. Young & Kimball, 111 Purchase street, Boston, Mass.

201. Chase Rolling Mill Co., Waterbury, Conn.

202. John D. Dickson, Newport, R. I.

203. James Elliott & Co., New York.

204. Pacific Tool and Supply Co., San Francisco, Cal.

SCHEDULE 466.—Medicine and Surgery.

Class 1. Meats—Bidder 11, \$11,400; 25, informal, part of class; 142, *\$8,740.50.

Class 2. Provisions—Bidder 39, *\$4,293.20; 106, *\$4,700.25; 139, *\$4,399.75.

Class 3. Butter, cheese, and eggs—Bidder 39, *\$5,138; 75, \$5,417; 106, \$5,605; 108, \$6,007.50.

Class 4. Ice—Bidder 142, *\$320; 144, \$375; 185, \$425.

Class 5. Milk and cream—Bidder 108, *\$2,000.

Class 6. Bread—Bidder 153, *\$1,166.66; 183, \$1,295.

Class 7. Fresh vegetables—Bidder 132, *\$2,462.70.

Class 8. Beer—Bidder 39, \$270; 106, *\$250.

Class 9. Forage—Bidder 39, \$1,221; 163, *\$1,175.25.

Class 10. Forage—Bidder 39, \$304.50; 163, *\$290.

Class 11. Bluing, brooms, brushes, buckets, lye, matches, oil, toilet paper, etc.—Bidder 39, \$264.30; 106, \$298.30; 139, *\$209.45.

SCHEDULE 468.—Yards and Docks.

Class 31. Forage—Bidder 39, \$3,310; 163, \$2,592; 163, *\$2,670.60.

Class 32. Forage—Bidder 39, \$1,007; 139, \$1,177.25; 163, *\$921.25.

Class 33. Forage—Bidder 39, \$1,895; 139, \$1,845; 163, \$1,551; 163, *\$1,711.68.

SCHEDULE 469.—Ordnance.

Class 41. Forage—Bidder 163, *\$415.

SCHEDULE 470.—Supplies and Accounts.

Class 51. Meats—Bidder 11, \$25,081; 25, informal, part of class; 55, \$21,820; 103, \$27,934; 134, \$20,824; 142, *\$20,503.

Class 52. Fresh vegetables and sauerkraut—Bidder 39, \$3,600; 52, \$3,165; 132, \$3,270; 134, \$3,150; 142, *\$2,970; 154, \$4,970.

Class 53. Bread—Bidder 118, \$5,500; 134, *\$5,145; 153, \$5,550; 183, \$6,000.

Class 54. Cheese and butter—Bidder 39, \$6,735; 75, \$6,665; 106, \$7,060; 134, *\$6,105.

Class 55. Washing towels—Bidder 101, *\$42.

Class 56. Ice—Bidder 134, \$390; 142, *\$360; 144, \$540; 185, \$510.

Class 57. Meats—Bidder 35, \$22,255; 103, \$25,632.50; 134, \$20,755; 139, \$25,970; 142, *\$20,660.

Class 58. Bacon, hams, sausages, loin of pork, sauerkraut, etc.—Bidder 134, \$9,587; 139, \$12,017.50; 142, *\$9,515.

Class 59. Poultry—Bidder 25, *\$2,800; 134, \$2,837.50; 139, \$3,905; 142, \$2,945; 193, \$3,188.75.

Class 60. Provisions—Bidder 52, \$5,825.80; 134, \$5,739.90; 139, \$5,841.05; 142, *\$5,520.50; 154, \$6,962.15; 193, \$7,558.65.

Class 61. Bread—Bidder 118, \$3,666.66; 134, \$3,440; 139, \$3,490; 142, *\$3,430.

Class 62. Cheese and butter—Bidder 75, \$10,340; 139, *\$9,996.

Class 63. Groceries—Bidder 139, *\$10,912.65.

Class 64. Forage—Bidder 163, *\$826.

SCHEDULE 472.—Yards and Docks.

Class 81. Mare Island—1 ton best cannel coal—Bidder 136, \$18; 162, *\$12.

Class 82. Mare Island—630,000 galls. crude oil for fuel purposes—Bidder 7, \$7,049.70; 107, *\$6,300; 182, \$6,750.

SCHEDULE 473.—Equipment.

†Class 91. San Francisco—25 cords hard wood—Bidder 19, \$425; 46, \$417.50.

*Accepted.

SCHEDULE 474.—Ordnance.

Class 101. Mare Island—15 tons Cumberland coal in lump form—Bidder 63, \$264; 136, \$300; 162, *\$232.50.

SCHEDULE 475.—Construction and Repair.

Class 111. Mare Island—50 tons Welsh, Durham or Pelton Main coke—Bidder 63, \$1,100; 136, *\$672.50; 162, \$800.

Class 112. Mare Island—1,008,000 galls. crude oil—Bidder 107, *\$10,080.

SCHEDULE 477.—Medicine and Surgery.

Class 131. Naval Hospital, Mare Island—650 tons bituminous coal—Bidder 63, \$10,720; 136, *\$5,362.50; 162, \$5,200 and \$6,175.

SCHEDULE 478.—Secretary's Office.

Class 141. Mare Island—20 tons anthracite coal—Bidder 136, *\$285; 162, \$320.

Class 142. Mare Island—250 tons Wellington bituminous coal—Bidder 136, \$2,225; 162, *\$2,500.

Class 143. Mare Island—5 cords pine wood, 15 cords pine kindling, 30 cords oak wood—Bidder 19, \$725; 46, *\$713.

Class 144. San Francisco—10 cords pine-wood kindling and 25 cords live-oak wood—Bidder 19, \$555; 46, *\$547.

Class 145. San Francisco—90 tons Wellington bituminous coal—Bidder 162, *\$900.

SCHEDULE 523.—Construction and Repair.

Class 1. Mare Island—1 patent lathe head—Bidder 74, *\$1,978; 86, \$2,747.63; 126, \$2,299.

Class 2. Mare Island—1 power ramming split pattern molding machine—Bidder 177, *\$565.

Class 3. Mare Island—1 gear shaper—Bidder 74, *\$1,805.

Class 4. Mare Island—1 horizontal slab milling machine—Bidder 87, *\$3,725; 115, \$4,000; 126, \$5,150.

Class 5. Mare Island—1,100-lb. helve hammer—Bidder 126, *\$1,000.

Class 6. Mare Island—1 die-sinking machine—Bidder 204, *\$500.

SCHEDULE 547.

Class 11. Bidder 54, *\$3,000; 99, \$3,000; 110, \$3,482.66; 173, \$3,490.

Class 12. Bidder 54, *\$1,011; 99, \$4,650; 110, \$3,475; 173, \$2,460.

SCHEDULE 555.—Yards and Docks.

Class 111. New York—A quantity of hollow glazed tile building blocks—Bidder 30, \$589.70; 123, \$560.95.

Class 112. New York—4,819 lbs. structural steel—Bidder 13, \$144.57; 40, *\$105.05; 180, \$132.53.

Class 113. Norfolk—1,300 ft. heavy cotton duck jacketed air hose—Bidder 21, \$712; 27, \$366; 67, \$456; 82, \$580; 100, \$403; 191, *\$345.

Class 114. Norfolk—8 cut out air cocks and 150 hose clamps—Bidder 191, *\$27.25.

Class 115. Norfolk—34 prs. couplings for air hose and 125 pure rubber gaskets—Bidder 36, *\$35.64.

†Class 116. New York—A quantity of galvanized-iron pipe and fittings—No bids.

Class 117. New York—Water-closets, lavatories, heater, etc.—Bidder 90, \$2,249.30; 114, *\$1,669.68.

SCHEDULE 556.—Equipment.

Class 121. Boston—A quantity of fire brick—Bidder 20, \$6,600; 20, *\$3,300; 30, \$6,926; 53, \$6,600; 58, \$5,700; 70, \$5,840; 92, \$5,200; 128, \$7,900; 131, \$6,600; 143, \$7,486; 195, \$7,090; 195, *\$2,890; 58, \$6,400.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 122. Norfolk—100 sets fire brick—Bidder 20, \$75; 22, *\$250.

Class 123. Boston—50 tons American hemp—Bidder 4, \$14,700; 124, \$14,560; 155, *\$13,400.

Class 124. Boston—200 tons manila hemp—Bidder 17, *\$60, 239; 188, \$62,720; 194, \$64,000.

†Class 125. Newport—A quantity of incandescent lamps—Bidder 5, \$84; 32, \$74.99; 59, \$105; 64, \$93; 69, \$105; 121, \$90.99; 197, \$93; 198, \$93; 202, \$96.

Class 126. Newport—Miscellaneous electrical supplies—Bidder 64, \$695.65; 121, \$669.92; 197, \$631.13; 202, *\$600.51.

Class 127. New York—15 boat anchors—Bidder 112, *\$134.40; 115, \$174.10; 147, \$161.85.

Class 128. Norfolk—5,000 hammock rings—Bidder 66, \$125; 112, \$122; 115, \$102.10; 125, \$100; 147, \$96; 171, *\$92; 191, \$155.

†Class 129. Boston—1,000 tons chain cable iron—No bids.

Class 130. Boston—A quantity of cast tool steel—Bidder 12, \$1,470; 14, \$1,237; 18, \$1,142.50; 33, \$1,590; 38, \$1,155; 44, \$1,064.25; 76, \$1,220; 89, \$2,328.75; 93, \$1,116.25; 105, *\$1,030; 172, \$1,180; 187, \$2,415.

Class 131. Boston—3,000 lbs. soft steel—Bidder 12, \$120; 33, *\$120; 38, \$150; 105, \$135.

Class 132. New York—300 agate bowls—Bidder 22, \$465; 112, \$374.10; 117, \$117 and \$135; 165, *\$337.50.

Class 133. New York—800 navy base balls—Bidder 117, *\$632; 160, \$720.

SCHEDULE 557.—*Ordnance.*

Class 141. New York—A quantity of brushes—Bidder 6, \$312.70; 148, *\$289.90.

Class 142. Boston—8 Yale & Towne duplex blocks—Bidder 14, \$271.92; 30, \$302.40; 61, \$292.80; 62, \$287.20; 76, *\$266.64; 93, \$280.80; 112, \$297.20; 115, \$288.48; 116, \$276; 147, \$272.48; 189, \$279.68.

Class 143. Boston—4 Eades pulley blocks—Bidder 14, *\$107; 30, \$126; 62, \$128; 112, \$141.60; 189, \$139.84.

Class 144. New York—A quantity of iron washers and steel nuts—Bidder 147, \$170.65; 170, *\$141.50.

Class 145. New York—A quantity of files—Bidder 14, \$246.77; 115, *\$217.48; 138, \$247.63.

Class 146. New York—A quantity of emery cloth, sandpaper, emery powder, etc.—Bidder 2, *\$376.50; 14, \$388.60; 30, \$467.90; 76, \$393.50; 115, \$403.55; 145, \$469.17; 171, \$427.20; 175, \$459.40; 186, \$482.20.

Class 147. New York—Squirt cans, buckets, awls, and other tools—Bidder 62, \$884.56; 115, *\$700.02; 116, \$746.31; 147, \$1,182.39.

Class 148. Washington—70,000 ft. white pine—Bidder 3, \$2,940; 37, *\$2,642.50; 51, \$2,793; 65, \$3,325; 164, \$2,940; 168, \$3,850; 196, \$2,730.

Class 149. Washington—30,000 feet Virginia pine—Bidder 3, *\$960; 51, \$1,035; 65, \$1,048.50; 164, \$1,050.

Class 150. New York—1,506 lbs. sheet brass—Bidder 1, \$371.61; 23, \$405.42; 29, \$371.61; 84, *\$371.61; 176, \$371.61.

Class 151. New York—3,609 lbs. sheet copper—Bidder 1, \$809.13; 23, \$809.13; 29, \$809.13; 38, \$809.13; 80, *\$784.96; 84, \$809.13; 88, \$809.13; 176, \$809.13.

Class 152. New York—2,000 lbs. tool steel—Bidder 12, \$160; 14, \$149.80; 18, \$130; 38, *\$117; 44, \$160; 105, \$130; 89, \$275; 180, \$138; 187, \$282.50.

Class 153. Washington—518 lbs. gas check rings—Bidder 12, \$388.50; 33, *\$336.70; 105, \$388.50.

Class 154. Washington—360 lbs. nickel steel forgings—Bidder 12, \$106; 33, \$162; 105, *\$108.

Class 155. New York—1,000 lbs. red lead, dry—Bidder 81, \$70; 83, \$71; 97, \$72.50; 146, \$71; 192, *\$68.50.

Class 156. New York—1,000 lbs. white lead in oil—Bidder 81, \$68.75; 83, \$68.50; 97, \$68.50; 146, *\$68.40; 192, \$68.50.

Class 157. New York—1,000 lbs. white zinc in oil—Bidder 81, \$85; 83, \$81.65; 97, \$77.50; 102, *\$74.

Class 158. New York—500 lbs. venetian red—

*Accepted.

Bidder 81, *\$21.78; 83, \$24.45; 97, \$26.25; 102, \$25; 157, \$25.

Class 159. New York, 200 gals. engine oil—Bidder 120, \$90; 150, *\$64; 169, \$68; 184, \$78.

Class 160. New York—1,000 gals. sperm oil—Bidder 167, \$770; 169, \$709.50; 200, *\$699.50.

Class 161. New York—300 gals. boiled linseed oil—Bidder 146, *\$138; 157, \$159.

Class 162. New York—500 gals. turpentine—Bidder 68, *\$345.95.

Class 163. New York—50 gals. japan drier—Bidder 81, \$53; 83, \$52; 97, \$49; 102, *\$45; 157, \$49; 169, \$49.

Class 164. New York—500 lbs. lubricating grease—Bidder 117, *\$30; 184, \$47.50.

Class 165. New York—400 lbs. lucilline—Bidder 184, *\$38.

Class 166. New York—100 lbs. phosphide of calcium—Bidder 130, \$179.20; 167, *\$118.

Class 167. New York—Draftsmen supplies an stationery—Bidder 28, *\$574.74; 127, \$739.74; 174, \$621.68.

Class 168. New York—40,000 manila shipping tags—Bidder 16, *\$33.60; 28, \$35; 60, \$40; 117, \$39.80; 127, \$31.

Class 169. New York—1,000 lbs. cotton waste—Bidder 14, *\$89; 66, \$89.40; 116, \$98; 127, \$97.50.

Class 170. Norfolk—100,000 yds. cotton tape, 500 yds. scrim and 500 doz. spools cotton—Bidder 10, \$2,700; 15, \$694.50 part, \$674.50 part; 28, *\$1,015; 31, \$1,062.50; 60, \$1,022.50; 71, \$1,139; 78, \$223.13 part; 167, \$1,710; 190, \$1,065.

SCHEDULE 558.—*Construction and Repair.*

Class 171. New York—12 doz. galvanized brushes—Bidder 116, *\$22.80; 167, \$31.68.

Class 172. League Island—Fire brick—Bidder 10, \$245; 26, \$202.50; 92, *\$90.50; 143, \$158.88.

Class 173. Boston—14 electric motors—Bidder 60, *\$4,550; 85, \$5,460.

Class 174. New York—350 lbs. coil chain—Bidder 14, *\$22.30; 66, \$28; 93, \$24.50; 104, \$31.50; 147, \$65.62.

Class 175. New York—4 emery wheels—Bidder 115, *\$42.

Class 176. New York—100 gro. machine screws—Bidder 62, \$25; 76, *\$11.25; 147, \$37.

Class 177. Boston—Locks—Bidder 62, \$632; 66, \$587.20; 112, *\$466.40.

Class 178. Boston—Drawer pulls, fasteners, etc.—Bidder 8, *\$136.80; 62, \$187; 66, \$212; 147, \$224.40.

Class 179. New York—800 lbs. brass angle bars—Bidder 42, *\$184; 201, \$240.

Class 180. Norfolk—147,000 lbs. steel billets—Bidder 12, \$5,145; 38, \$5,880; 105, \$4,410; 158, *\$4,380.60.

Class 181. New York—35,000 gals. stove gasoline—Bidder 156, *\$5,831 and \$4,550.

Class 182. New York—108 globe valves—Bidder 61, \$350.88; 79, \$286.88; 95, *\$258.20; 115, \$334.44; 116, \$329.90; 149, \$343.82; 181, \$266.04.

Class 183. New York—Parchment blueprint paper—Bidder 49, *\$725; 77, \$1,036; 91, \$1,075; 93, \$1,133.50; 178, \$937.

Class 184. Norfolk—Blackprint and blue process paper—Bidder 49, \$344.75; 77, \$200.50; 91, \$416; 94, *\$264.80; 127, \$269.20; 178, \$235.

Class 185. Norfolk—Photographic work—Bidder 57, *\$423.50.

Class 186. New York—Photographic work—Bidder 50, *\$1,763.25.

Class 187. Boston—Plate glass—Bidder 30, \$297.26; 45, \$262.95; 130, *\$262.24.

Class 188. Boston—Mirrors—Bidder 43, *\$191.85; 90, \$249.45; 114, \$446.

†Class 189. Norfolk—Hauling—No bids.

SCHEDULE 559.—*Steam Engineering.*

Class 191. Portsmouth—175 crucibles—Bidder 29, \$485; 30, \$488.50; 47, \$535.75; 128, *\$434.25; 135, \$517; 141, \$510.50; 152, \$525.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 192. Portsmouth—4 coal screens—Bidder 128, *\$18; 135, \$33.

Class 193. Portsmouth—1 blacking swab machine—Bidder 115, \$30.75; 116, \$40; 128, \$40; 135, *\$38; 170, \$44.94.

Class 194. Portsmouth—1 sand blast machine—Bidder 41, *\$225; 76, \$355; 115, \$390; 116, \$385 and \$540; 128, \$360; 135, \$325.50; 170, \$380.73; 179, \$613.60.

Class 195. Norfolk—6 corrugated steel furnaces—Bidder 34, *\$1,626.

Class 196. Portsmouth—650 lbs. aluminum and nickel—Bidder 9, \$90, part; 30, \$210, part; 112, *\$325; 152, \$340.

Class 197. Boston—1 500 lbs. cold rolled copper—Bidder 1, \$380.25; 38, \$380.25; 80, *\$370.50; 84, \$380.25; 109, \$380.25; 176, \$380.25.

Class 198. Boston—1,225 lbs. flat machinery steel—Bidder 10, \$33.56; 38, \$36.75; 44, \$30.63; 56, *\$24.50; 105, \$45.94; 158, \$26.95; 180, \$27.80.

Class 199. Boston—8,700 lbs. galvanized steel sheets—Bidder 29, *\$297.54; 56, \$365.75; 93, \$301.89; 133, \$276.80.

Class 200. Boston—1,600 lbs. asbestos mill-board—Bidder 30, *\$57.12.

Class 201. Norfolk—Steel boiler tubes—Bidder 161, *\$5,763.72.

Class 202. League Island—Steel boiler tubes—Bidder 161, *\$10,077.20.

Class 203. Portsmouth—10 bbls. lees—Bidder 128, \$65; 141, *\$35.

Class 204. Portsmouth—Bone ash, North Carolina tale, lava facing mold wash, etc.—Bidder 10, \$65; 128, \$30.50; 135, *\$25.25.

SCHEDULE 560.—Supplies and Accounts.

Class 211. Newport—5,000 coir brushes—Bidder 129, *\$237.50.

Class 212. Newport—6,000 tooth brushes—Bidder 14, \$461.40; 112, \$522; 122, \$592.50; 167, *\$472.50; 199, \$600.

Class 213. Newport—5,000 prs. woolen gloves—Bidder 14, *\$1,502; 112, \$1,559.50; 122, \$1,581.25.

Class 214. Newport—3,000 prs. shoe strings—Bidder 14, \$80.70; 112, \$66; 122, *\$56.25; 165, \$82.50; 186, \$78.

Class 215. Newport—4,500 prs. rubber boots—Bidder 24, \$22,050; 72, \$11,925; 112, \$11,349; 113, \$10,575; 122, \$11,407.50; 165, \$11,115; 199, *\$10,935.

Class 216. Newport—Thimbles, handkerchiefs, scissors, etc.—Bidder 112, *\$1,164; 122, \$1,516.67; 199, \$1,397.65; 203, informal.

Class 217. New York—25,000 grommets—Bidder 112, *\$865.

Class 218. New York—300,000 lbs. tinned corned beef—Bidder 73, \$28,230; 96, \$32,610; 119, \$29,820; 140, *\$33,630; 166, \$32,970.

Class 219. New York—150,000 lbs. salt pork—Bidder 48, \$19,095; 111, \$17,925; 140, \$19,500; 151, *\$16,995; 166, \$17,085.

SCHEDULE 560.—Supplies and Accounts.

Class 220. New York—150,000 lbs. tinned bacon—Bidder 48, *\$28,245; 119, \$29,940; 140, \$27,315; 159, \$26,460.

Class 221. Newport—5,000 boxes stationery—Bidder 112, *\$420; 127, \$700; 122, \$518.75.

Class 222. Withdrawn.

OPENED JUNE 12, 1906.

Bidder 1. Atlantic Refining Co., 753 Bourse Building, Philadelphia, Pa.

2. American Holst and Derrick Co., St. Paul, Minn.; informal, no guaranty.

3. American Tube Works, 95 Broad street, Boston, Mass.

4. Atlantic Paint Works, 411 West Camden street, Baltimore, Md.

5. Armour & Co., 205 La Salle street, Chicago, Ill.

6. Anthony & Scoville Co., Binghamton, N. Y.; informal, no guaranty.

7. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

8. American Can Co., 447 W. 14th street, New York.

9. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.

10. American Distributing Co., 50 Stone street, New York.

11. Samuel R. Allman, 917 Equitable Building, Baltimore, Md.

12. Abraham & Straus, 420 Fulton street, Brooklyn, N. Y.

13. Anchor Lamp Co., 258 Broadway, New York.

14. Almond W. Barnes, Eagle and West streets, Brooklyn, N. Y.

15. Boston Belting Co., 256 Devonshire street, Boston, Mass.

16. Baker & Hamilton, 113 Berry street, San Francisco, Cal.

17. Baltimore Waste Co., East Falls avenue, Baltimore, Md.

18. E. B. Badger & Sons Co., 75 Pitts street, Boston, Mass.

19. W. E. Belknap, P. O. box 16, Jersey City, N. J.

20. Bethlehem Steel Co., South Bethlehem, Pa.

21. James Boyd & Bros., 14 N. 4th street, Philadelphia, Pa.

22. Berry & Alkens, 36th and Wharton streets, Philadelphia, Pa.

23. F. S. Banks & Co., 73 Warren street, New York.

24. Benedict & Burnham Manufacturing Co., 99 John street, New York.

25. Berry Bros., Ltd., 262 Pearl street, New York.

26. Bramhall-Deane Co., 262 Water street, New York.

27. Brill Bros., 279 Broadway, New York.

28. F. O. Boyd & Co., 71 Hudson street, New York.

29. Bridgman Bros. Co., 1426 Washington avenue, Philadelphia, Pa.

30. Carpenter-Morton Co., 77 Sudbury street, Boston, Mass.

31. Crane Co., 165 Jackson street, Seattle, Wash.

32. Commercial Electrical Supply Co., 15th and Pine streets, St. Louis, Mo.

33. Clinton Wire Cloth Co., Clinton, Mass.

34. R. B. Corey, 39 Cortlandt street, New York.

35. Crucible Steel Co. of America, P. O. box 75, Pittsburg, Pa.

36. A. W. Chesterton & Co., 64 India street, Boston, Mass.

37. A. S. Carman, Selby, Cal.

38. Carnegie Steel Co., Pittsburg, Pa.

39. Consolidated Electric Lamp Co., Danvers, Mass.

40. Carpenter Steel Co., Reading, Pa.

41. Wm. Wirt Clark & Son, 546 Monument street, Baltimore, Md.

42. James Clendenin, Thames and Caroline streets, Baltimore, Md.

43. Crocker-Wheeler Co., Ampere, N. J.

44. R. P. Clarke Co., Washington, D. C.

45. John A. Dushane, 7 E. Lombard street, Baltimore, Md.

46. Eugene Dietzgen Co., 2125 Union street, San Francisco, Cal.

47. Dunham, Carrigan & Hayden Co., 131 Kansas street, San Francisco, Cal.

48. Dunlap, Slack & Co., 126 N. Front street, Philadelphia, Pa.; informal, no guaranty.

49. Charles Dunlap, 17 Broadway, New York.

50. Drew Machinery Agency, Manchester, N. H.

51. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.

52. Expanded Metal Engineering Co., 256 Broadway, N. Y.

53. Export and Domestic Can Co., 616 W. 43d street, New York.

54. Henry Frank, 40 Spruce street, New York.

55. M. Feigel & Bro., 147 Wooster street, New York.

*Accepted.

Schedule of proposals for naval supplies—Continued.

56. Flske Bros., Refining Co., 15 Old Slip, New York.
57. Frye, Phipps & Co., 23 Pearl street, Boston, Mass.
58. Fairbanks Co., 416 Broome street, New York.
59. George S. Fowler, Washington, D. C.
60. George C. Flint Co., 43 W. 23d street, New York.
61. Franklin Electric Manufacturing Co., 83 Woodbine street, Hartford, Conn.
62. Richard H. Grey, 1777 Tenth avenue, East Oakland, Cal.
63. Gotham Can Co., 18 Cliff street, New York.
64. General Electric Co., Schenectady, N. Y.
65. Ellis A. Gimbell, Market and 9th streets, Philadelphia, Pa.
66. John Greig, 281 W. 11th street, New York.
67. Wm. Geiger, 97 Warren street, New York.
68. Gutta Percha Rubber and Manufacturing Co., 126 Duane street, New York.
69. L. F. Grammes & Sons, Allentown, Pa.
70. Wm. G. Gilmore, jr., 52 Franklin street, New York.
71. R. W. Geldart, 2 Stone street, New York.
72. General Fireproofing Co., Youngstown, Ohio.
73. Hart Packing Co., 145 High street, Boston, Mass.
74. Handlan-Buck Manufacturing Co., St. Louis, Mo.
75. A. Hamback Co., 305 First avenue, South Seattle, Wash.
76. Charles H. Howell & Co., 212 Race street, Philadelphia, Pa.
77. S. F. Hayward & Co., 20 Warren street, New York.
78. George B. Hewlett, 32 Front street, New York.
79. E. F. Houghton & Co., 240 W. Somerset street, Philadelphia, Pa.
80. R. Hoehn Co., 84 Evergreen avenue, Brooklyn, N. Y.
81. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
82. Holbrook Bros., 89 Beekman street, New York.
83. Hirsch & Kaiser, 1757 Fillmore street, San Francisco, Cal.
84. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
85. Hadwin Houghton, 117 Fulton street, New York.
86. Hanline Bros., 23 S. Howard street, Baltimore, Md.
87. George R. Johnson, 1102 American Building, Baltimore, Md.
88. Lewis H. Jones, P. O. box 666, Detroit, Mich.
89. H. W. Johns-Manville Co., 100 William street, New York.
90. Jones-Harrison Co., 323 Broadway, New York.
91. Jenkins Manufacturing Co., 19 Park Row, New York.
92. Wm. E. Kells, Eagle street and Whale Creek, Brooklyn, N. Y.
93. Keasby & Mattison Co., 100 John street, New York.
94. Keuffel & Esser Co., New York.
95. Edward Kesaling, 111 Nassau street, New York.
96. Thomas Kelly, 958 Third avenue, New York.
97. Thomas Kells Sons Co., 240 India street, Brooklyn, N. Y.
98. E. F. Keating Co., 452 Water street, New York.
99. J. B. Kendall, Washington, D. C.
100. Henry Kahn & Co., 2253 Fillmore street, San Francisco, Cal.
101. Keystone Blue Paper Co., 910 Filbert street, Philadelphia, Pa.
102. John Lucas & Co., 322 Race street, Philadelphia, Pa.
103. The Lunkenheimer Co., P. O. box 876, Cincinnati, Ohio.
104. Theodore Linington, jr., 56 Hudson street, New York.
105. J. H. Leonard & Co., 15 Park Row, New York.
106. Lord & Taylor, Broadway and 20th street, New York.
107. F. H. Lovell & Co., Arlington, N. J.
108. John W. Masury & Son, P. O. box 1012, New York.
109. J. J. McNamara, 103 Folsom street, San Francisco, Cal.
110. J. J. Moore & Co., 150 Spear street, San Francisco, Cal.
111. Monongahela Iron and Steel Co., P. O. box 215, Pittsburgh, Pa.
112. Midvale Steel Co., P. O. box 1806, Philadelphia, Pa.
113. Manufacturers' Can Co., 434 Mulberry street, Newark, N. J.
114. Moran Co., Seattle, Wash.
115. A. Moses Sons & Co., Inc., 73 Wooster street, New York.
116. J. L. Mott Iron Works, Washington, D. C.
117. Metal Stamping Co., 243 West street, New York.
118. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
119. Mohler & Schumann Co., Marcy and Flushing avenues, Brooklyn, N. Y.
120. Manning, Maxwell & Moore, 85 Liberty street, New York.
121. Montgomery & Co., 105 Fulton street, New York.
122. Manhattan Supply Co., 127 Franklin street, New York.
123. Millbury Atlantic Supply Co., 51 Walker street, New York.
124. Stanley H. Minor, 11 Broadway, New York.
125. R. H. Macy & Co., Broadway and 35th street, New York.
126. W. B. Moses & Sons, Washington, D. C.
127. Edward F. Niehaus & Co., 564 Brannan street, San Francisco, Cal.
128. Norman I. Rees, 39 Frankfort street, New York.
129. Nelms Co., 30 N. 4th street, Philadelphia, Pa.
130. Newton Poston, Beale and Bryant streets, San Francisco, Cal.
131. Northern Electrical Manufacturing Co., 1410 William street, Madison, Wis.
132. New Jersey Asbestos Co., 52 Dey street, New York.
133. Neville & Grubb, Portsmouth Va.
134. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
135. New Jersey Foundry and Machine Co., 9 Murray street, New York.
136. National Electrical Supply Co., Washington, D. C.
137. T. S. Napier & Co., 462 Broome street, New York.
138. John J. O'Rourke, 5 Worth street, New York.
139. Okonite Co., Ltd., 253 Broadway, New York.
140. O'Neill Bros., Inc., Howard and Oxford streets, Philadelphia, Pa.
141. Old Dominion Paper Co., Norfolk, Va.
142. Arthur O. Olssen, 368 Greenwich street, New York.
143. J. Edward Ogden Co., 147 Cedar street, New York.
144. Pacific Coast Rubber Co., 11 Hawthorne street, San Francisco, Cal.
145. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.
146. Porter Co., 194 Water street, New York.
147. Pennsylvania Flexible Metallic Tubing Co., 69 High street, Boston, Mass.
148. Pettingell-Andrews Co., 160 Pearl street, Boston, Mass.
149. Pratt & Whitney Co., Hartford, Conn.
150. Porter & Moore Co., Norfolk, Va.
151. B. Y. Pippey Co., 45 Leonard street, New York.
152. Pine Tree Silk Mills Co., Allegheny avenue and Boudinot street, Philadelphia, Pa.

Schedule of proposals for naval supplies—Continued.

153. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
154. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
155. E. S. Ritchie & Sons, 112 Cypress street, Brookline, Mass.
156. Railway Supply and Manufacturing Co., 1232 Harrison avenue, Cincinnati, Ohio.
157. Riverside Mills, Augusta, Ga.
158. Randolph-Clowes Co., Waterbury, Conn.
159. Republic Bag and Paper Co., 17 Battery place, New York.
160. Ross Lumber Co., Jamestown, N. Y.
161. John A. Roebling Sons Co., Trenton, N. J.
162. Clement Restine Co., 137 N. 2d street, Philadelphia, Pa.
163. Railway Steel Spring Co., 71 Broadway, New York.
164. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
165. Hugh Reilly, Washington, D. C.
166. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
167. Paul I. Reeves & Son, 1415 Catherine street, Philadelphia, Pa.
168. H. Rosenthal & Bro., 418 West Broadway, New York.
169. Rudolph & West Co., Washington, D. C.
170. Sherwin-Williams Co., Cleveland, Ohio.
171. Stempel Fire Extinguisher Manufacturing Co., 4250 N. 20th street, St. Louis, Mo.
172. W. & J. Sloane, Broadway and 19th street, New York.
173. L. A. Salomon & Bro., 216 Pearl street, New York.
174. Wm. G. Stevenson, 132 S. 2d street, Philadelphia, Pa.
175. A. G. Spalding & Bros., 126 Nassau street, New York.
176. Shelby Steel Tube Co., Pittsburg, Pa.
177. James B. Smith, 340 Stewart street, San Francisco, Cal.
178. Standard Scale Supply Co., 243 Water street, Pittsburg, Pa.
179. Standard Water Meter, 245 Robinson street, Brooklyn, N. Y.
180. Standard Oil Co., of New York, 26 Broadway, New York.
181. Safety Armorite Conduit Co., 704 Bailey-Farrell Building, Pittsburg, Pa.
182. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
183. Standard Chemical Co., 69 Beverly street, Boston, Mass.
184. Osgood Sayen, 2 Arcade Building, Philadelphia, Pa.
185. Schoeoling, Daly & Gales, 302 Broadway, New York.
186. Fred A. Schmidt, Washington, D. C.
187. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
188. Siegel-Cooper Co., New York.
189. James K. Shaw, 25 Duane street, New York.
190. Southard & Co., 11 Broadway, New York.
191. R. & H. Simon, Union Hill, N. J.
192. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
193. Stokes Bros. Co., Inc., 30th street below Chestnut street, Philadelphia, Pa.
194. Sherman-Brown-Clement Co., 80 Murray street, New York.
195. Stewart Silk Co., 453 Broome street, New York.
196. Thomas W. Smith, Washington, D. C.
197. Edward A. Temple, 100 William street, New York.
198. A. J. Tower Co., 35 Howard street, New York.
199. D. A. Tower, 306 Broadway, New York.
200. E. H. Taggart, 209 N. 3d street, Philadelphia, Pa.
201. Chas. J. Tagliabue Manufacturing Co., 53 Fulton street, New York.
202. Geo. P. Thomas, jr., 22 E. Baltimore street, Baltimore, Md.

203. Taunton-New Bedford Copper Co., New Bedford, Mass.
204. Technical Supply Co., Scranton, Pa.
205. Universal Supply Co., 290 Broadway, New York.
206. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
207. Robert H. Van Schaack, 138 Lake street, Chicago, Ill.
208. Vermilye & Power, 17 Battery place, New York.
209. Voorhees Rubber Manufacturing Co., 4 Dey street, New York.
210. White Bros., southeast corner Howard and Spear streets, San Francisco, Cal.
211. Westerhoff Bros. & Napier Co., Paterson, N. J.
212. Henry R. Worthington, 114 Liberty street, New York.
213. Walker & Kepler, 531 Chestnut street, Philadelphia, Pa.
214. John Wanamaker, New York.
215. Western Electric Co., 214 West street, New York.
216. F. T. Witte Hardware Co., 106 Chambers street, New York.
217. F. P. Wilkinson, 1 Hudson street, New York.
218. J. H. Weil, 1217 Market street, Philadelphia, Pa.
219. Westinghouse Electric and Manufacturing Co., Continental Trust Building, Baltimore, Md.
220. J. S. Yergason, 845 Park place, Brooklyn, N. Y.
221. Port Orchard Lumber and Transportation Co., Bremerton, Wash.
222. Tacoma Mill Co., Tacoma, Wash.
223. Snare & Triest Co., New York.

SCHEDULE 548.

Class 1. Neckkerchiefs—Bidder 27, \$30,048; 96, \$31,044; 137, \$27,300; 151, \$30,300; 152, \$28,800; 191, \$28,987.50; 195, \$28,050; 200, \$26,925; 211, \$26,250; 214, \$27,672; 220, \$28,500.

SCHEDULE 550.—Yards and Docks.

†Class 21. Mare Island—1 galvanized range boiler—Bidder 22, \$74.

Class 22. Mare Island—1,360 lbs. round medium steel—Bidder 20, \$57.80; 22, \$78.06; 35, \$347.60; 38, \$51; 62, \$53.04; 197, \$81.60.

Class 23. Mare Island—A quantity of cast-iron pipe fittings, gate valves, water pipe, elbows, etc.—Bidder 62, \$421.98.

Class 24. Mare Island—2,100 lbs. rolled steel tires—Bidder 62, \$226.80; 163, \$199.50.

†Class 25. Mare Island—2 cast-iron sheaves—Bidder 135, \$200.

Class 26. Puget Sound—2 doz. portable fire extinguishers—Bidder 18, \$235.20; 21, \$240; 171, \$202.80 and \$240.

SCHEDULE 551.—Equipment.

Class 31. Puget Sound—20 lbs. micanite plate—Bidder 32, \$348.

Class 32. Puget Sound—2,000 lbs. hard sheet brass—Bidder 24, \$622; 42, \$622; 62, \$3590; 84, \$622; 203, \$622.

Class 33. San Francisco—2,000 tons bituminous coal—Bidder 109, \$12,350; 110, \$12,980; 130, \$10,500; 177, \$1,200.

Class 34. San Francisco—2,000 ton bituminous coal—Bidder 109, \$14,000; 110, \$13,480; 130, \$11,000; 177, \$13,500.

Class 35. Mare Island—Kitchen utensils—Bidder 26, \$1,059.95; 122, \$1,286.75; 188, \$368.67.

Class 36. California City Point—For enlarging well—Bidder 223, \$2,500.

SCHEDULE 552.—Construction and Repair.

Class 41. Mare Island—2 induction motors—Bidder 32, \$1,254.75; 64, \$1,180; 219, \$1,047.

* Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 42. Mare Island—1 motor-drive outfit, 1 7½-horsepower and 2 5-horsepower motors—Bidder 32, \$1,024.25; 64, \$899; 219, *\$876.

Class 43. Mare Island—1 5-horsepower direct current motor—Bidder 43, \$200; 64, *\$163; 131, \$250; 219, \$199.

Class 44. Mare Island—24 carborundum wheels and 80 carborundum cloth disks—Bidder 74, *\$212.20.

Class 45. Mare Island—2,000 ft. iron bark—Bidder 37, \$210; 127, *\$175; 110, \$230.

Class 46. Mare Island—8,000 ft. mahogany—Bidder 37, \$1,509.70; 51, *\$1,435; 127, \$1,560; 160, \$1,725; 110, \$1,760.

Class 47. Puget Sound—113,000 ft. yellow fir lumber—Bidder 9, \$2,665; 37, \$2,864; 51, \$4,640; 114, informal; 221, *\$2,372; 222, \$2,815.

Class 48. Mare Island—2,000 lbs. galvanized steel channels—Bidder 22, \$154.80; 47, *\$134; 62, \$138.

Class 49. Mare Island—4,800 ft. pneumatic hose—Bidder 47, \$2,941; 144, *\$1,623; 209, \$285.

Class 50. Mare Island—8,000 common red brick—Bidder 177, *\$80.

Class 51. Mare Island—1 hot-water meter—Bidder 179, *\$135; 212, \$230.

Class 52. Mare Island—A quantity of drawing materials—Bidder 83, *\$150.06; 100, \$162.34.

SCHEDULE 553.—Steam Engineering.

Class 61. Mare Island—A quantity of steel nuts—Bidder 47, \$29.67; 62, \$41.88; 99, *\$24.96; 120, \$25.86.

Class 62. Mare Island—4 scales—Bidder 16, \$77; 62, \$205; 120, \$61.85; 122, \$78; 178, *\$51.50.

Class 63. Mare Island—5 hydraulic jacks—Bidder 16, \$218; 41, \$218.60; 47, \$207; 62, \$250; 74, *\$182.20; 99, \$208; 120, \$183.27; 166, \$187.35; 194, \$204.50.

Class 64. Mare Island—4 sets reamers—Bidder 62, \$172.50; 74, \$196.85; 120, *\$150.85; 169, \$150.06.

Class 65. Mare Island—5 sets drills—Bidder 16, \$60; 47, *\$50.30.

Class 66. Mare Island—1 carpenter's tool chest—Bidder 16, *\$74; 62, \$97.90; 120, \$97.20.

Class 67. Mare Island—1 valve reseating machine—Bidder 23, \$325; 47, \$325; 50, \$444; 62, \$325; 71, \$325; 74, \$325; 120, \$325; 122, \$365; 166, *\$325; 194, \$325.

Class 68. Mare Island—42 lanterns and 24 burners—Bidder 16, \$172.80; 120, *\$120.54; 122, \$195; 146, \$129.60.

Class 69. Mare Island—1 gage and 1 gage-testing outfit—Bidder 47, *\$84.60; 62, \$112.50; 120, \$85.50; 166, \$150; 194, \$120.

Class 70. Mare Island—18 oil cups—Bidder 16, \$43.80; 47, \$22.14; 74, *\$18.12; 75, \$23.40.

Class 71. Mare Island—3 soldering irons and 6 torches—Bidder 16, \$65; 47, *\$31.10.

Class 72. Mare Island—24 steel wire mats—Bidder 16, \$106; 22, \$71.76; 33, \$48; 41, *\$42; 120, \$61.20; 122, \$112.80; 166, \$105.60.

Class 73. Mare Island—18 oil feeder cans, 36 oil cans, 2 tallow kettles, etc.—Bidder 16, \$98.90; 120, *\$81.75.

Class 74. Mare Island—Rivets, tacks, clips, etc.—Bidder 16, \$129.70; 47, *\$116.85.

Class 75. Mare Island—Lamp feeders, belt punches, speed indicators, turning lathes, and other miscellaneous hardware—Bidder 16, \$589.40; 47, *\$602.05; 120, \$532.95; 122, \$654.49.

Class 76. Puget Sound—774 lbs. copper—Bidder 31, units only; 35, \$194.27; 42, \$194.27; 75, \$387; 88, \$194.27; 203, *\$194.27.

Class 77. Mare Island—Sheet brass, sheet copper, solder, etc.—Bidder 62, *\$56.94; 166, \$91.44.

Class 78. Mare Island—200 ft. hose—Bidder 47, \$225; 68, \$138; 77, \$138; 144, *\$110.

Class 79. Mare Island—100 lbs. asbestos—Bidder 41, \$6; 89, *\$4.

Class 80. Mare Island—60 lbs. spiral packing—Bidder 47, \$39.12; 75, \$40; 132, \$42; 144, *\$20.40.

Class 81. Mare Island—Wire insertion packing—Bidder 47, *\$482.13.

Class 82. Mare Island—120 lbs. asbestos packing—Bidder 89, *\$66; 132, \$68; 144, \$67.20.

Class 83. Mare Island—Gland packing—Bidder 132, *\$63; 144, \$86.80.

Class 84. Mare Island—10,488 sets boiler tubes—Bidder 176, *\$12,841.68.

Class 85. Mare Island—Bends, couplings, flanges, etc.—Bidder 47, *\$18.90; 75, \$22.50.

Class 86. Mare Island—Valves—Bidder 74, *\$69.64; 75, \$172.20; 81, \$70.

Class 87. Mare Island—Hose spanners—Bidder 166, *\$45.78.

Class 88. Mare Island—2 steam ejectors—Bidder 47, *\$19.88; 62, \$140.

Class 89. Mare Island—6 prs. asbestos gloves and 12 burnishing gloves—Bidder 16, *\$25.80; 62, \$33.

Class 90. Mare Island—Reference books—Bidder 186, *\$36.75.

Class 91. Mare Island—Barometers, clinometers, drawing instruments, etc.—Bidder 46, \$236.57; 94, \$142.72; 154, \$136.70; 186, *\$134.35.

†Class 92. Mare Island—1 stop watch—Bidder 22, \$124.

†Class 93. Mare Island—1 mimeograph—Bidder 22, \$74.

Class 94. Mare Island—2 file boxes—Bidder 22, *\$42.

Class 95. Mare Island—Thermometers—Bidder 47, \$79.56; 62, \$240; 80, *\$69.72; 80, \$75; 100, \$306; 141, \$171; 166, \$97.80; 186, \$102.72.

Class 96. Mare Island—200 lbs. charcoal and 300 lbs. chloride of calcium—Bidder 62, \$69; 142, *\$34.50.

Class 97. Mare Island—400 lbs. oatmeal—Bidder 16, \$40; 62, \$60; 142, *\$38; 166, \$50.

Class 98. Mare Island—50 lbs. sponges—Bidder 16, \$125; 115, *\$34 and \$37; 141, \$125; 166, \$132.50; 207, \$145.

SCHEDULE 554.—Supplies and Accounts.

Class 101. Puget Sound—Wood screws—Bidder 47, *\$117.94; 74, \$133.11.

Class 102. Puget Sound—Files—Bidder 47, \$120.67; 74, *\$110.66.

Class 103. Puget Sound—18,200 lbs. bar iron—Bidder 62, \$1,092; 111, *\$864.50.

Class 104. Puget Sound—Pipe fittings—Bidder 31, \$257.30; 75, \$363.95; 91, *\$249.81.

Class 105. Puget Sound—Pipe fittings—Bidder 31, *\$82.19; 47, \$83.03; 75, \$92.44.

Class 106. Puget Sound—Valves—Bidder 74, *\$381.14; 81, \$373.20.

Class 107. Puget Sound—Paint brushes—Bidder 7, \$169.60; 168, *\$158.95.

SCHEDULE 559.—Yards and Docks and Navigation.

Class 111. Annapolis—26 doz. brushes—Bidder 86, \$43.30; 129, *\$34.45; 165, \$40.09.

Class 112. Annapolis—Lime, plaster, and sand—Bidder 41, *\$130.

Class 113. New York—70 bu. goat's hair—Bidder 41, *\$21.

Class 114. Annapolis—A quantity of glass—Bidder 82, \$97.11; 86, \$98; 102, \$103.97; 142, *\$95.59; 165, \$97.25.

Class 115. Annapolis—24 piles—Bidder 51, \$288; 87, \$212.40; 193, \$177.60; 196, *\$108.

Class 116. New York—300 tap bolts and 2,000 yds. expanded metal lathe—Bidder 23, \$471.73; 52, \$442, part; 72, \$425.25, part; 120, \$491.12; 121, \$467; 122, \$500; 145, *\$373.50; 166, \$471.60; 208, \$457.94.

Class 117. Annapolis—2,000 ft. rubber hose—Bidder 23, \$179.40; 153, \$220; 174, \$200; 202, *\$160; 208, \$160 and \$240.

Class 118. Annapolis—100 galls. orange shellac—Bidder 30, \$240; 55, \$204 and \$179; 66, \$214; 76, \$220; 86, \$220; 102, \$312; 187, *\$195.

Class 119. Annapolis—125 galls. white shellac—Bidder 30, \$306.25; 55, \$273.75 and \$256.25; 66, \$280; 76, \$281.25; 86, \$293.75; 102, \$375; 187, *\$256.25.

Class 120. Annapolis—175 galls. wood alcohol—Bidder 30, \$122.50; 56, \$126.96; 66, \$128.97; 76,

* Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

~\$122.50; 86, \$131.25; 142, \$126.88; 173, \$122.50; 187, *\$122.32.

Class 121. Annapolis—1,100 lbs. lead—Bidder 4, *\$202.50.

Class 122. Annapolis—125 galls. wood finish—Bidder 25, \$175; 30, \$211.25; 41, \$211.25; 76, \$388.75; 86, \$156.25; 102, \$225; 108, \$200; 119, \$150; 165, \$195; 170, *\$142.50; 187, \$224.37.

Class 123. Annapolis—600 galls. elastic floor varnish—Bidder 25, \$840; 30, \$900; 41, \$945; 76, \$1,080; 85, \$864; 86, \$936; 102, \$1,020; 108, \$900 and \$870; 119, *\$720 and \$780; 165, \$900; 170, \$900.

Class 124. Annapolis—30 galls. white liquid—Bidder 30, \$75; 86, \$58.50; 102, \$66; 170, *\$45.60.

Class 125. Annapolis—Gilder's whiting, coach black, magnite and savogran—Bidder 30, *\$33.90; 41, \$56.10; 66, \$56.50; 86, \$41.80.

SCHEDULE 570.—Equipment.

Class 131. New York—Baseball trousers and stockings—Bidder 175, *\$1,467; 185, informal.

†Class 132. League Island—Incandescent lamps—Bidder 13, \$3,282.50; 32, \$3,357.50 and \$3,975.56; 39, informal, part of class, 61, \$3,357.50 and \$4,016.06; 67, \$3,357.50 and \$3,975.56; 136, \$3,357.50 and \$3,975.54; 148, \$3,357.50 and \$3,975.56; 213, \$3,357.50 and \$3,975.56; 215, \$3,357.50 and \$3,975.54.

Class 133. New York—A quantity of lighting wire, annunciator wire, office bell wire and fixture wire—Bidder 136, *\$486.39; 215, \$503.32.

†Class 134. League Island—100 lbs. insulating tape—Bidder 32, \$62; 64, \$40; 136, \$59.24; 213, \$60; 215, \$59.

Class 135. League Island—2,000 ft. double conductor—Bidder 64, *\$110; 139, \$550; 215, \$140.

Class 136. League Island—A quantity of brass enameled conduit—Bidder 34, \$309.36; 181, \$285.60; 213, *\$205.71; 215, \$284.16.

†Class 137. New York—13 interior mechanisms without inclosing case—No bids.

Class 138. New York—25 lbs. uncut mica—Bidder 122, *\$80; 136, \$87.50.

Class 139. League Island—Globes, fuses, push buttons, plugs, fuse wire, etc.—Bidder 107, \$684.30; 215, *\$560.

Class 140. New York—A quantity of oriental rugs—Bidder 12, \$1,792.50; 60, \$2,385.90; 65, \$1,887.75; 90, \$2,154.25; 122, \$1,910.06; 125, \$1,775.78; 126, \$1,547.05; 172, \$1,648.60; 172, *\$1,058.44; 188, \$1,662.50; 188, *\$512.25; 214, \$1,655.25.

Class 141. New York—400 agate ladies and 200 agate meat dishes—Bidder 122, \$196; 125, \$256; 188, \$195; 214, *\$104.27.

Class 142. New York—Chinaware and glassware—Bidder 12, *\$42.96; 189, \$51.96.

Class 143. New York—12 oil syringes and 12 engineer's oiling sets—Bidder 71, *\$131.64; 120, \$132; 121, \$132.60; 122, \$142.80; 166, \$131.76.

Class 144. New York—20 sets magnetic instruments—Bidder 94, \$705; 155, *\$698.

Class 145. New York—20 binnacles—Bidder 94, \$3,160; 155, *\$2,858.

Class 146. Boston, Mass.—20 peloruses—Bidder 94, *\$1,786; 155, \$1,798.

Class 147. Washington—100 reams bond paper—Bidder 45, *\$576; 199, \$699; 205, *699.

SCHEDULE 571.—Ordnance.

Class 151. Washington—Glass—Bidder 102, \$108.20; 142, *\$100.25; 165, \$115.90; 187, \$128.86.

Class 152. Washington—9 sets nickel steel chain—Bidder 99, \$576; 135, *\$522.

Class 153. Washington—Wire rope—Bidder 99, \$146.44; 121, \$135; 132, \$96.50; 161, \$139.04; 208, *\$96.44.

Class 154. Washington—Twist drills—Bidder 69, \$35.30; 99, \$34.98; 105, \$34.98; 121, *\$33.23; 122, \$35.30; 169, \$35.80; 208, \$34.33.

Class 155. Washington—Sprocket wheels—Bidder 71, \$210; 120, *\$188.85.

Class 156. Washington—Chest handles and locks—Bidder 133, *\$45.24.

*Accepted.

Class 157. Washington—Jack chain, cotter pins, etc.—Bidder 121, *\$34.14; 122, \$47.64; 166, \$39.25.

Class 158. Washington—5,310 lbs. round brass rod—Bidder 24, \$684.45; 42, *\$666.90; 84, \$684.45; 192, \$684.45; 203, \$666.90.

†Class 159. Washington—White metal and sheet copper—No bids.

†Class 160. Washington—300 tons pig lead—Bidder 23, \$7,707; 71, \$7,596; 99, \$10,425.

Class 161. Washington—Ferro silicon—Bidder 23, \$400; 71, \$387.50; 99, \$500.

Class 162. Washington—15,000 lbs. cold-drawn steel—Bidder 35, \$435; 99, \$402; 143, *\$384; 197, \$409.50.

Class 163. Washington—536 lbs. ring forgings—Bidder 20, \$402; 40, *\$375.20; 112, \$402.

Class 164. Washington—Acid, etc.—Bidder 66, *\$192.21; 122, \$152.20; 187, \$168.73.

Class 165. Washington—1,000 galls. glycerin—Bidder 5, \$1,460; 55, \$1,085; \$1,185, and \$1,175; 56, *\$1,075 and \$1,155; 66, \$1,124; 122, \$1,340; 187, \$1,215.

Class 166. Washington—Seamless brass tubes—Bidder 135, *\$196.53.

Class 167. Washington—39,085 lbs. steel tubes—Bidder 176, *\$7,817.

Class 168. Washington—Parchment, etc.—Bidder 87, \$3,458.02; 94, \$4,174.02; 101, informal, part class; 186, \$3,071; 204, *\$3,038.45.

Class 169. Washington—Photographic supplies—No bids.

Class 170. Washington—1,250 tons bituminous coal—Bidder 49, *\$5,187.50.

SCHEDULE 572.—Construction and Repair.

Class 171. New York—Washbowls, waste jars, water ewers, soap dishes, brush cups, tumblers, etc.—Bidder 91, \$251.50; 116, \$266; 189, *\$232.

Class 172. Boston—100 soap dishes—Bidder 57, *\$85; 91, \$90.

Class 173. Norfolk—14 toilet-paper holders—Bidder 91, \$43.50; 116, \$51.24; 117, \$37.16; 189, *\$34.72.

Class 174. Boston—Twist drills—Bidder 57, \$377.30; 69, \$406.50; 74, \$407.90; 99, \$404.84; 105, \$404.84; 121, *\$325.02; 122, \$406.84; 169, \$406.89.

Class 175. Boston—6 circular saws—Bidder 57, \$72; 99, *\$60; 105, \$63; 120, \$69.80; 122, \$89.64.

Class 176. New York—A quantity of machine screws—Bidder 57, *\$372.50; 74, \$413; 121, \$682; 122, \$704.74; 194, \$494.85.

Class 177. New York—10,000 paint cans—Bidder 8, \$825; 53, *\$800; 63, \$800; 113, \$845.

Class 178. Norfolk—2 sets taps and dies—Bidder 69, \$62.80, part; 120, \$111.46; 121, *\$106; 150, \$114.75.

Class 179. New York—100 lbs. steel wool—Bidder 99, \$39.50; 121, *\$37; 122, \$44.

Class 180. Norfolk—Combs, funnels, bits, chisels cutters twist drills, gouges, rivet sets, tap wrenches, etc.—Bidder 57, *\$112.83; 121, \$114.54; 150, \$147.48.

Class 181. New York—A quantity of miscellaneous hardware—Bidder 57, *\$507.07; 121, \$517.78; 122, \$610.76.

Class 182. New York—Stepladders, cotters, set screws, etc.—Bidder 57, *\$95.30; 121, \$133.95; 166, \$130.96.

Class 183. Boston—Lathe chucks, drill chucks, bellows, wheel spokes, tripoli, etc.—Bidder 57, *\$103.10; 121, \$121.70.

Class 184. New York—200 towboat fenders—Bidder 19, *\$120; 51, \$170; 92, \$150.

Class 185. New York—100 spruce poles—Bidder 51, \$975; 87, \$690; 92, \$1,100; 124, *\$655; 190, \$1,085.

Class 186. New York—200 hackmatack boat knees—Bidder 51, \$725; 87, *\$425; 92, \$475; 97, \$466.

†Class 187. New York—A quantity of mild steel—Bidder 99, \$6,678.42.

Class 188. Norfolk—36 ft. suction hose—Bidder 15, \$143.64; 68, *\$142.20; 184, \$144.

Class 189. Boston—100 lbs. sheet rubber packing—Bidder 73, \$85; 89, \$55; 184, *\$55.

Class 190. Boston—90 feet flexible copper tubing and 6 couplings—Bidder 147, *\$656.

† No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 573.—Steam Engineering.**

Class 191. Portsmouth—1 cutting-off machine—Bidder 149, *\$795.

Class 192. New York—50 brass oil syringes—Bidder 57, \$118.75; 71, *\$92.90; 120, \$93.50; 121, \$96.25; 122, \$105; 166, \$96.25; 182, \$115.

Class 193. New York—25 brass lanterns—Bidder 71, *\$39; 120, \$39.75; 125, \$43.25; 146, \$41.25; 166, \$49.85; 182, \$41.75.

Class 194. New York—A quantity of brass machine screws and other hardware—Bidder 120, \$92.58; 121, *\$69.65; 122, \$71.02.

Class 195. New York—100 salinometer thermometers—Bidder 57, \$85; 95, *\$47; 120, \$64; 122, \$79.40; 154, \$100; 166, \$78.40; 182, \$66; 186, \$81; 201, \$60.

†Class 196. New York—6,040 lbs. galvanized steel—No bids.

Class 197. New York—15 sq. yds. asbestos metallic cloth sheet packing—Bidder 36, *\$32.25; 41, \$48.60; 89, \$33; 93, \$41.25; 98, \$40.50; 132, \$36; 184, \$40.35.

Class 198. New York—100 ft. water hose—Bidder 184, *\$75.

Class 199. Norfolk—A quantity of tubes—Bidder 3, *\$2,212.95; 24, \$2,269.18; 84, \$2,280.26; 192, \$2,212.95.

Class 200. New York—330 ft. steel pipe—Bidder 98, *\$40.50; 122, \$12.80.

Class 201. Annapolis—Miscellaneous hardware—Bidder 98, \$1,710.30; 118, *\$1,590.30.

Class 202. New York—Trip gongs, pulls, chime whistles, and vacuum gages—Bidder 120, \$81.80; 122, \$82.10; 166, *\$79.28; 194, \$121.80.

Class 203. New York—20 prs. steel ring burnishing gloves—Bidder 122, *\$69.60; 182, \$80.

Class 204. New York—20 prs. asbestos gloves—Bidder 41, \$84; 89, *\$60; 93, \$60; 121, \$63; 122, \$69.80; 166, \$63.60; 182, \$88.

SCHEDULE 574.—Medicine and Surgery.

Class 211. Brooklyn—1,200 suits pajamas and 120 shirts—Bidder 12, \$1,042.80; 27, *\$973.68; 122, \$1,140; 125, \$998.40; 214, \$1,107.

Class 212. Brooklyn—425 doz. towels—Bidder 12, \$981.75; 27, \$1,019.58; 70, *\$722.50; 122, \$739.50; 214, \$941.37.

Class 213. Brooklyn—600 bedspreads—Bidder 12, \$544.50; 27, \$599.40; 122, \$552; 125, \$642; 188, \$534; 214, *\$490.50.

Class 214. Brooklyn—100 blankets, 3,000 pillowcases, and 2,500 sheets—Bidder 12, \$2,220.50; 70, \$1,790; 122, \$2,358; 125, \$2,628; 188, *\$2,329.45; 214, \$2,344.

Class 215. Brooklyn—40 mattresses, 40 pillows, 150 mattress covers, and 160 pillow covers—Bidder 122, *\$406; 125, informal; 188, \$671; 214, \$680.20.

Class 216. Brooklyn—Miscellaneous hospital supplies—Bidder 122, *\$1,257.44; 125, informal; 214, \$1,355.80.

Class 217. Brooklyn—Miscellaneous stationery—Bidder 122, \$2,691.50; 199, *\$2,449.10; 205, \$2,879.28.

SCHEDULE 575.—Supplies and Accounts.

Class 221. League Island—A quantity of brushes—Bidder 7, \$1,157.40; 129, \$1,417.80; 168, *\$1,106.70.

Class 222. League Island—24 doz. mops—Bidder 121, \$108; 122, *\$81.60; 217, \$117.60.

Class 223. League Island—50 doz. corn brooms—Bidder 11, *\$134.50; 71, \$140.90; 122, \$170; 205, \$139.99; 217, \$162.50.

Class 224. League Island—5,000 yds. sheeting and 700 yds. muslin and linen thread—Bidder 44, *\$1,099.56; 122, \$1,204.56; 125, informal.

Class 225. New York—Jackets, overalls, and hats—Bidder 123, *\$1,600; 125, informal; 198, \$1,720.

Class 226. New York—800 prs. rubber boots—Bidder 123, *\$2,192.

Class 227. League Island—Monkey wrenches—Bidder 23, \$344.32; 29, \$352.80; 57, \$334.80; 58, \$351.60; 74, \$303.65; 120, \$374.08; 121, \$331.40; 122, \$352.80; 125, \$414.13; 143, \$343.98; 182, *\$326.34.

* Accepted.

Class 228. League Island—Trimo wrenches, jaws, frames, and nuts—Bidder 29, \$1,017.68; 57, \$956.84; 58, *\$955.45; 74, \$981.11; 81, \$982.14; 120, \$962.19; 122, \$2,029.35; 125, \$1,153.88; 143, \$1,030.15; 182, \$959.40.

Class 229. League Island—A quantity of files—Bidder 23, \$490.28; 120, \$428.05; 122, \$463.28; 169, \$410.38; 182, *\$409.15.

Class 230. League Island—A quantity of machine screws—Bidder 57, *\$343.80; 122, \$515.97; 182, \$523.67.

Class 231. League Island—48 doz. padlocks—Bidder 23, \$292.32; 71, \$293.28; 121, \$292.80; 169, \$335.04; 216, *\$287.04; 122, \$309.60.

Class 232. League Island—6,000 lbs. steel-wire nails—Bidder 23, \$131.10; 41, *\$125.20; 42, \$130.50; 57, \$129; 84, \$125.45; 182, \$133.

Class 233. League Island—300 lbs. phosphor bronze wire—Bidder 42, \$129; 57, \$135; 84, \$142.92; 120, \$133.80; 122, \$132; 167, *\$118.74; 182, \$135.51.

Class 234. League Island—Spring brass wire, copper wire, and hoop brass—Bidder 42, \$135.75; 192, *\$133.87.

Class 235. League Island—Eyelets, grommets, and thimbles—Bidder 71, \$113.75; 120, \$130.25; 121, \$113.55; 122, *\$109; 166, \$130.75; 182, \$121.75.

Class 236. League Island—2 doz. Renshaw ratchets—Bidder 57, \$154; 58, *\$111.75; 121, \$144.60; 150, \$140.40; 182, \$148.50.

Class 237. League Island—Machinists' hand taps and dies, stocks, and 3 doz. standard iron pipe taps—Bidder 23, \$274.03; 58, \$300.16; 69, \$377.51; 71, *\$270.44; 74, \$334.78; 99, \$295.96; 120, \$284.65; 121, \$296.05; 122, \$278; 182, \$278.64.

Class 238. League Island—Miscellaneous hardware—Bidder 57, *\$258.50; 121, \$322.65; 122, \$386.89; 166, \$331.95; 182, \$283.19.

Class 239. League Island—Miscellaneous hardware—Bidder 57, *\$926.71; 58, \$1,045.77; 121, \$1,015.25; 122, \$1,012.47; 182, \$1,292.92.

Class 240. League Island—14,000 lbs. bar iron—Bidder 111, *\$539.

Class 241. League Island—6,000 lbs. steel—Bidder 41, \$180; 42, \$173.40; 99, *\$172.50; 122, \$175.20; 145, \$171.

Class 242. League Island—2,000 lbs. bar steel—Bidder 20, *\$55; 35, \$60; 42, \$43; 112, \$70; 122, \$88; 197, \$59.60.

Class 243. League Island—2,200 lbs. solder—Bidder 42, \$519.20; 134, *\$510.25; 167, \$553.70.

Class 244. League Island—6,000 lbs. pig tin—Bidder 42, \$2,518.20; 84, *\$2,457; 134, \$2,505.

Class 245. League Island—11 boxes sheet tin—Bidder 122, *\$120.20.

Class 246. Portsmouth—A quantity of packing—Bidder 15, *\$805.50; 68, \$10151.50; 153, \$1,375.

Class 247. Boston—A quantity of rubber sheet packing—Bidder 15, *\$792; 68, \$1,006.25; 153, \$1,537.50.

Class 248. League Island—150 sq. yds. rubber packing—Bidder 15, \$1,147.50; 68, \$1,477.50; 153, \$2,250; 162, *\$855.

Class 249. League Island—300 lbs. sheet gum gasket—Bidder 15, \$330; 68, \$306; 153, \$375; 162, *\$270; 184, \$297.

Class 250. League Island—600 lbs. flax packing—Bidder 36, \$132; 71, *\$100.50; 89, \$120; 120, \$101.40; 153, \$108; 162, \$102; 174, \$108; 184, \$240.

Class 251. League Island—A quantity of Tuck's packing—Bidder 15, \$637.50; 29, *\$306; 68, \$501.50; 120, \$637.50; 153, \$510; 162, \$340; 174, \$314.50; 184, \$620.

Class 252. League Island—Litharge, paste wood filler, and yellow ochre—Bidder 76, \$136; 85, \$130.55; 102, \$127.80; 170, *\$113; 187, \$129.50.

Class 253. League Island—25,000 lbs. white zinc—Bidder 76, \$2,062.50; 85, \$2,031.25; 102, \$1,847.50; 108, *\$1,795.

Class 254. League Island—500 galls. glycerin—Bidder 5, \$730; 55, *\$408.90; 56, \$615; 66, \$612; 122, \$600; 125, \$685; 187, \$618.75.

Class 255. League Island—1,500 lbs. lubricating grease—Bidder 56, \$115.95 and \$145.95; 79, *\$86.25; 122, \$168; 125, \$112.50; 206, \$135.

Class 256. League Island—1,000 galls. gasoline—Bidder 1, *\$245; 187, \$247; 206, \$260.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 257. League Island—2,500 galls. mineral oil—Bidder 56, *\$497.50.

Class 258. League Island—3,000 galls. spirits of turpentine—Bidder 180, *\$2,074.20.

Class 259. League Island—2,500 galls. alcohol—Bidder 10, *\$900; 23, \$912.50; 187, \$1,087.50.

Class 260. League Island—300 lbs. beeswax—Bidder 41, \$114; 55, \$103.50; 66, \$109.50; 122, \$121.20; 142, \$117.85; 174, \$99; 187, *\$101.25.

Class 261. League Island—50 lbs. gum camphor—Bidder 55, \$56; 66, \$55; 122, \$62; 142, \$55; 187, *\$52.25.

Class 262. League Island—Chalk, charcoal, calcium chloride and sulfur—Bidder 66, \$72; 121, \$94; 142, \$62.25; 187, *\$52.05.

Class 263. League Island—10,500 lbs. seamless drawn brass pipe—Bidder 3, *\$2,194.50; 29, \$2,239.65; 84, \$2,294.25; 88, \$2,194.50; 158, \$2,226; 193, \$2,278.50.

Class 264. League Island—Bushings, couplings, plugs, unions, etc.—Bidder 29, *\$317.76; 58, \$379.84; 81, \$443.04; 91, \$340.87; 120, \$445.51; 122, \$355.34.

Class 265. League Island—Hardware—Bidder 29, \$122.42; 58, \$110.71; 81, \$116.02; 98, *\$109.45; 122, \$112.99.

Class 266. League Island—A quantity of valves—Bidder 29, \$1,036.61; 81, \$948.60; 98, \$941.80; 103, \$1,456.20; 120, \$890.61; 121, \$889.20; 164, *\$846.80; 182, \$997.28.

Class 267. League Island—13 doz. valves—Bidder 29, \$167.40; 58, \$165.20 and *\$219.20; 81, \$536.30; 98, \$555.

Class 268. League Island—12 rolls tracing cloth—Bidder 22, \$82.68; 44, \$70.68; 78, \$70.68; 94, \$70.68; 154, *\$70.68; 186, \$74.16; 218, \$70.68.

Class 269. League Island—Stationery—Bidder 44, *\$560.46; 199, \$596.49.

Class 270. League Island—250 shipping cases—Bidder 8, \$217.50; 56, \$200; 187, *\$174.68.

Class 271. League Island—A quantity of leather—Bidder 54, *\$539; 128, \$547.25.

Class 272. League Island—1,008 tin boxes matches—Bidder 122, \$74.59; 182, *\$60.48; 187, \$79.63.

Class 273. League Island—9,000 lbs. candles—Bidder 29, *\$967.50; 122, \$1,167.30; 138, \$1,068.75; 142, \$1,170; 205, \$1,113.30.

Class 274. League Island—4,000 packages toilet paper—Bidder 44, \$320; 104, \$335.20; 125, \$240; 159, \$340; 162, \$360; 182, \$336; 205, *\$315.

Class 275. League Island—20,000 lbs. cotton waste—Bidder 17, \$1,660; 58, \$1,775; 59, \$1,800; 100, \$1,688; 140, \$1,600; 156, \$1,800; 157, *\$1,625.

Class 276. League Island—6,000 cakes soap—Bidder 14, *\$198; 122, \$290.40; 125, \$315; 186, informal; 205, \$199.20.

OPENED JUNE 19, 1906.

Bidder 1. Atlas Portland Cement Co., 30 Broad street, New York.

2. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

3. Arkay Rubber Co., 85 Warren street, New York.

4. Ansonia Brass and Copper Co., 99 John street, New York.

5. American Distributing Co., 50 Stone street, New York.

6. Amend & Mackall, 81 Chamber street, New York.

7. American Metal Co., Ltd., 52 Broadway, New York.

8. Armour & Co., 205 La Salle street, Chicago, Ill.

9. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

10. American Woodworking Machinery Co., 136 Liberty street, New York.

11. American Oil Filter Co., 4045 Green street, Philadelphia, Pa.

12. W. D. Allen Manufacturing Co., 151 Lake street, Chicago, Ill.

13. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.

14. Anchor Lamp Co., 258 Broadway, New York.

15. American Glue Co., 121 Beverly street, Boston, Mass.

16. Aetna Packing and Supply Co., 52 Dey street, New York.

17. American Tube Works, 95 Broad street, Boston, Mass.

18. Buffalo Steam Pump Co., 498 Broadway, Buffalo, N. Y.

19. E. W. Bliss Co., Plymouth and Adams streets, Brooklyn, N. Y.

20. F. S. Banks & Co., 73 Warren street, New York.

21. Borden's Condensed Milk Co., 180 Hudson street, New York.

22. Baldwin Steel Co., 133 Reade street, New York.

23. Blacker & Shepard, 350 Albany street, Boston, Mass.

24. Brown & Sharpe Manufacturing Co., Providence, R. I.

25. Bristol Co., Waterbury, Conn.

26. Buffalo Forge Co., 490 Broadway, New York.

27. Boston Belting Co., 256 Devonshire street, Boston, Mass.

28. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

29. Boston Lumber Co., 97 Milk street, Boston, Mass.

30. Almend W. Barnes, Eagle and West streets, Brooklyn, N. Y.

31. Berry & Aikens, 36th and Wharton streets, Philadelphia, Pa.

32. E. T. Burrowes Co., Washington.

33. Robert Bishop, 157 W. 6th street, South Boston, Mass.

34. Bramball Deane Co., 264 Water street, New York.

35. J. H. Bradley, Washington.

36. Butterworth Judson Co., Newark, N. J.

37. Babcock & Wilcox Co., 63 1st street, San Francisco, Cal.

38. Bridgeport Brass Co., 253 Broadway, New York.

39. L. Barth & Son, 30 Cooper Square, New York.

40. Benedict & Burnham Manufacturing Co., 99 John street, New York.

41. Belmont Iron Works, 22d and Washington avenues, Philadelphia, Pa.

42. Brantano's, Inc., Washington.

43. F. O. Boyd & Co., 71 Hudson street, New York.

44. Berkley Ice Co., Norfolk, Va.

45. James Clark, Jr., & Co., Louisville, Ky.

46. Carter, Rice & Co., 246 Devonshire street, Boston, Mass.

47. Chapman Valve Manufacturing Co., Indian Orchard, Mass.

48. Crane Co., 165 Jackson street, Seattle, Wash.

49. Consolidated Electric Lamp Co., 88 Holton street, Danvers, Mass.

50. Crucible Steel Co. of America, Pittsburg, Pa.

51. Carnegie Steel Co., Pittsburg, Pa.

52. J. Ross Collins, 84 White street, New York.

53. Carter & Clarke, Washington.

54. Compressed Air Machinery Co., San Francisco, Cal.

55. R. P. Clarke Co., Washington.

56. William Wirt Clark & Son, 546 Monument street, Baltimore, Md.

57. Camden Iron Works, Camden, N. J.

58. R. B. Corey, 39 Cortlandt street, New York.

59. James Clendenin, Thames and Caroline streets, Baltimore, Md.

60. Climax Stationery Co., 29 Sullivan street, New York.

61. Carpenter, Morton Co., 77 Sudbury street, Boston, Mass.

62. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

63. William Curry's Sons, Key West, Fla.

64. W. W. Carri Co., 331 Carondelet street, New Orleans, La.

*Accepted.

Schedule of proposals for naval supplies—Continued.

65. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
66. Drew Machinery Agency, Manchester, N. H.
67. Dunham, Carrigan & Hayden Co., San Francisco, Cal.
68. Henry Disston & Sons, Philadelphia, Pa.
69. Diamond Ink Co., 192 E. Water street, Milwaukee, Wis.
70. Eugene Dietzgen Co., 119 W. 23d street, New York.
71. Charles Este Co., 20th street and Glenwood avenue, Philadelphia, Pa.
72. Erie Foundry Co., Erie, Pa.
73. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
74. J. Eavansons & Sons, Camden, N. J.
75. Fiske Bros. Refining Co., 15 Old Slip, New York.
76. Fairbanks Co., 416 Broome street, New York.
77. Froment & Co., 151 Bank street, New York.
78. M. Fiegel & Bro., 147 Wooster street, New York.
79. Fox Machine Co., Grand Rapids, Mich.
80. Henry Frank, 40 Spruce street, New York.
81. L. F. Grammes & Son, Allentown, Pa.
82. Richard H. Grey, 1767 10th avenue, East Oakland, Cal.
83. Greenmount Iron and Manufacturing Co., Greenmount avenue, Baltimore, Md.
84. General Fireproofing Co., Youngstown, Ohio.
85. R. W. Geldart, 2 Stone street, New York.
86. William D. Gill & Son, 701 President street, Baltimore, Md.
87. Gleason Iron Works, Gleason, Pa.
88. William Geiger, 97 Warren street, New York.
89. Garvin Machine Co., Spring and Varick streets, New York.
90. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
91. Garlock Packing Co., 136 Liberty street, New York.
92. George Gorton Machine Co., Racine, Wis.
93. General Electric Co., Schenectady, N. Y.
94. Gamwell & Wheeler, Seattle, Wash.; bid rejected.
95. W. M. Galt & Co., Washington.
96. P. H. Heiskell, jr., Co., Washington.
97. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
98. Hisey-Wolf Machine Co., 2850 Spring Grove avenue, Cincinnati, Ohio.
99. Hadwin Houghton, 117 Fulton street, New York.
100. U. T. Hungerford Brass and Copper Co., 497 Pearl street, New York.
101. Henshaw, Buckley & Co., Fremont and Mission streets, San Francisco, Cal.
102. Holtzer-Cabbott Electric Co., Brookline, Mass.
103. Handlan-Buck Manufacturing Co., St. Louis, Mo.
104. A. E. Hoermann, 41 Park Row, New York; informal, no guarantee.
105. Holbrook Bros., 89 Beekman street, New York.
106. C. G. Hussey & Co., 2850 2d avenue, Pittsburgh, Pa.
107. Harran, Rickard & McCone, 7th and Berry streets, San Francisco, Cal.
108. Independent Pneumatic Tool Co., Chicago, Ill.
109. Ingersoll Rand Co., 11 Broadway, New York.
110. Industrial Works, Bay City, Mich.
111. George R. Johnson, American Building, Baltimore, Md.
112. H. W. Johns-Manville Co., 100 William street, New York.
113. Jeansville Iron Works Co., Hazleton, Pa.
114. Jenkins Manufacturing Co., 13 Park Row, New York.
115. Janney Steinmetz & Co., 4th and Market streets, Philadelphia, Pa.
116. William G. Johnson, Seattle, Wash.
117. J. B. Kendall, Washington.
118. Keuffel & Esser Co., New York.
119. R. A. Keasbey Co., 100 N. Moore street, New York.
120. Keasbey & Mattison Co., Ambler, Pa.
121. E. F. Keating Co., 452 Water street, New York.
122. Keiley & Muller, 34 W. 13th street, New York.
123. F. H. Lovell & Co., Arlington, N. J.
124. R. Levick's Sons & Co., 720 Chestnut street, Philadelphia, Pa.
125. J. H. Leonard & Co., 15 Park place, New York.
126. Leeds & Northrup Co., 4901 Stenton avenue, Philadelphia, Pa.
127. Ludlow Valve Manufacturing Co., Troy, N. Y.
128. Libby, McNeill & Libby, Chicago, Ill.
129. Lunkenheimer Co., Cincinnati, Ohio.
130. John Lucas & Co., 323 Race street, Philadelphia, Pa.
131. Lancaster Forge and Blower Co., Buffalo, N. Y.
132. Lamb, Finley & Co., 256 Church street, New York.
133. Loeb Bros. Leather Belting Co., 31 Ferry street, New York.
134. James J. Lacey Co., 1401 Block street, Baltimore, Md.
135. A. Moses Sons & Co., Inc., 73 Wooster street, New York.
136. Andrew J. Morse & Son, Inc., 221 High street, Boston, Mass.
137. J. L. Mott Iron Works, Washington; informal.
138. Massasoit Manufacturing Co., Fall River, Mass.
139. Monongahela Iron and Steel Co., Pittsburg, Pa.
140. Manhattan Brass Co., 332 E. 28th street, New York.
141. J. W. Masury & Son, box 1012, New York.
142. F. F. Meyer, jr., 385 Elizabeth avenue, Newark, N. J.
143. Merchant & Evans Co., 511 Arch street, Philadelphia, Pa.
144. H. U. McChesney, 974 President street, Brooklyn, N. Y.
145. Michigan Condensed Milk Co., 44 Hudson street, New York; bid rejected.
146. Manhattan Supply Co., 127 Franklin street, New York.
147. A. L. Moore, Washington.
148. Midvale Steel Co., Philadelphia, Pa.
149. R. H. Macy & Co., 34th and Broadway, New York.
150. Manning, Maxwell & Moore, 85 Liberty street, New York.
151. Montgomery & Co., 105 Fulton street, New York.
152. Material Supply Co., 115 N. 6th street, Philadelphia, Pa.
153. H. B. Mathews, 11 Jay street, New York.
154. Nelson Morris & Co., Union Stock Yards, Chicago, Ill.
155. National Electrical Supply Co., Washington.
156. National Mortar Co., Washington.
157. National Tube Co., 21 State street, New York.
158. Nassau Smelting and Refining Works, 603 W. 29th street, New York.
159. Niles-Bement-Pond Co., 111 Broadway, New York.
160. New Jersey Foundry and Machine Co., 9 Murray street, New York.
161. Northern Electrical Manufacturing Co., Madison, Wis.
162. Nathan Manufacturing Co., 92 Liberty street, New York; informal, no guaranty.
163. Noblitt Bros. Co., 222 S. 2d street, Philadelphia, Pa.
164. Neptune Meter Co., 120 Liberty street, New York.
165. N. J. Asbestos Co., 52 Dey street, New York.
166. N. J. Brush Co., 88 McWorter street, Newark, N. J.

Schedule of proposals for naval supplies—Continued.

167. Ox Fiber Brush Co., 1 Hudson street, New York.
168. J. Edward Ogden Co., 147 Cedar street, New York.
169. Arthur O. Olson, 368 Greenwich street, New York.
170. O'Jaffee & Pinkus, 103 Franklin street, New York.
171. Old Dominion Paper Co., Norfolk, Va.
172. Oliver Machinery Co., 16 Mill street, Grand Rapids, Mich.
173. S. Obermayer Co., Cincinnati, Ohio.
174. Ohio Brass Co., Mansfield, Ohio.
175. Porter Co., 194 Water street, New York.
176. Platt Iron Works Co., 303 Keowee street, Dayton, Ohio.
177. Pacific Engineering Supply Co., 75 Washington street, Seattle, Wash.; informal.
178. Peltinos Bros., Bethlehem, Pa.
179. Prentiss Tool and Supply Co., 115 Liberty street, New York.
180. Pancoast, Rogers & Richards, 28 Platt street, New York.
181. J. W. Paxson Co., 1021 N. Delaware avenue, Philadelphia, Pa.
182. Peerless Rubber Manufacturing Co., 16 Warren street, New York.
183. Penn Metal Ceiling and Roofing Co., 559 Atlantic avenue, Boston, Mass.
184. S. M. Price Machinery Co., Norfolk, Va.
185. Elliott H. Pierce, 32 California street, San Francisco, Cal.
186. Potomac Dredging Co., Washington.
187. Porter & Moore Co., 283 Water street, Norfolk, Va.
188. Peckham Co., 343 Thames street, Newport, R. I.
189. Queen & Co., Inc., 807 Arch street, Philadelphia, Pa.
190. Randlett Shade Factory, Washington.
191. Re-New Lamp Co., 134 State street, Boston, Mass.
192. James Riley Repair and Supply Co., 229 West street, New York.
193. Paul S. Reeves & Son, 1415 Catherine street, Philadelphia, Pa.
194. Clement Restein Co., 137 N. 2d street, Philadelphia, Pa.
195. J. B. Roache, 350 Fulton street, Brooklyn, N. Y.
196. Ricketts Engineering Co., Washington; bid rejected.
197. H. Rosenthal & Bro., 418 W. Broadway, New York.
198. R. P. Rowe, 100 William street, New York.
199. C. J. Rainear & Co., 518 Arch street, Philadelphia, Pa.
200. H. A. Rogers Co., 19 John street, New York.
201. Henry Raphael, 169 Duane street, New York.
202. P. H. & F. M. Roots Co., Connorsville, Ind.
203. John A. Roebling's Sons Co., Trenton, N. J.
204. Edwin Ross, 205 La Salle street, Chicago, Ill.
205. Riverside Mills, Inc., Augusta, Ga.
206. Rudolph & West Co., Washington.
207. John Rothschild Co., 2207 Buchanan street, San Francisco, Cal.
208. William C. Robinson & Son Co., 336 North street, Baltimore, Md.
209. Norman I. Rees, 39 Franklin street, New York.
210. Hugh Riley, Washington.
211. Republic Bag and Paper Co., 17 Battery place, New York.
212. Franz Richter, Seattle, Wash.
213. Siegel-Cooper Co., 19th and 6th avenues, New York.
214. Sun Co., Real Estate Trust Building, Philadelphia, Pa.
215. Sherman-Brown-Clements Co., 80 Murray street, New York.
216. Charles A. Schieren & Co., 30 Ferry street, New York.
217. Shoemaker & Bush, 511 Arch street, Philadelphia, Pa.
218. Sanson & Rowland, 511 Commerce street, Philadelphia, Pa.
219. B. F. Sturtevant Co., Hyde Park, Mass.
220. Thomas W. Smith, Washington.
221. James K. Shaw, 25 Duane street, New York.
222. Sloan, Howell & Co., 132 N. Delaware avenue, Philadelphia, Pa.
223. A. Schrader Sons, Inc., 32 Rose street, New York.
224. William G. Stevenson, 132 S. 2d street, Philadelphia, Pa.; rejected.
225. Seattle Soap Co., Seattle, Wash.
226. Shelby Steel Tube Co., Pittsburg, Pa.
227. James W. Sederquist, 8 Oliver street, Boston, Mass.
228. Standard Oil Co. of New York, 26 Broadway, New York.
229. Salmon Brick and Lumber Co., 716 Commerce street, New Orleans, La.
230. Schwartzchild & Sulzberger Co., 45th street and 1st avenue, New York.
231. Smith-Cortney Co., Richmond, Va.
232. Standard Water Meter Co., 245 Robinson street, Brooklyn, N. Y.
233. Charles G. Smith & Son, Washington.
234. Orgood Sayen, 42 Arcade Building, Philadelphia, Pa.
235. Shover & Madden, 607 Cherry street, Philadelphia, Pa.
236. A. P. Swoyer, 17 N. 7th street, Philadelphia, Pa.
237. Stokes Bros. Co., Inc., 30th, below Chestnut, Philadelphia, Pa.
238. Stow Manufacturing Co., 443 State street, Binghamton, N. Y.
239. Fred A. Schneider, Washington.
240. L. E. Smoot, Washington.
241. M. Salinson Fly Screen Co., Baltimore, Md.; informal.
242. Scott Paper Co., 7th street and Greenwood avenue, Philadelphia, Pa.
243. Southern Sawmill Co., New Orleans, La.
244. Spencer Turner Co., 86 Worth street, New York.
245. George C. Thomas, 26 Cortlandt street, New York.
246. Edwin H. Taggart, 209 N. 3d street, Philadelphia, Pa.
247. Edward A. Temple, 100 William street, New York.
248. Walter B. Timms, 61 Hudson street, New York.
249. D. A. Tower, 306 Broadway, New York.
250. M. & G. Taylor Co., 308 Chestnut street, Philadelphia, Pa.
251. Toledo Machine and Tool Co., 1736 Dorr street, Toledo, Ohio.
252. Taunton-New Bedford Copper Co., New Bedford, Mass.
253. Thomas & Betts Co., 209 Broadway, New York.
254. Allen Tupper, 713 Union street, New Orleans, La.
255. Universal Supply Co., 290 Broadway, New York.
256. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
257. U. S. Graphite Co., Saginaw, Mich.
258. Union Twist Drill Co., Athol, Mass.
259. Robert H. Van Schaack, 138 Lake street, Chicago, Ill.
260. Vandyck, Churchill Co., 8 Dey street, New York.
261. Vermilye & Power, 17 Battery place, New York.
262. M. D. Valentine & Bro. Co., Woodbridge, N. J.
263. Ernst Wiener Co., 68 Broad street, New York.
264. W. H. Wynn Co., Inc., West Decatur, Pa.
265. Williams, Brown & Earle, 918 Chestnut street, Philadelphia, Pa.
266. Henry R. Worthington, 114 Liberty street, New York.
267. David S. Walton, 132 Franklin street, New York.

Schedule of proposals for naval supplies—Continued.

268. J. R. Wettstein, 100 William street, New York.
 269. Louis Westcott Williams, E. Main street, Pensacola, Fla.
 270. Westinghouse Electric and Manufacturing Co., East Pittsburgh, Pa.
 271. F. T. Witte Hardware Co., 106 Chambers street, New York.
 272. Woodward, Wight & Co., New Orleans, La.
 273. F. P. Wilkinson, 1 Hudson street, New York.
 274. Frank W. Wagner Co., Inc., Baltimore, Md.
 275. Western Electric Co., 463 West street, New York.
 276. John Wanamaker, 13th and Market streets, Philadelphia, Pa.
 277. James B. Clow & Son, 342 Franklin street, Chicago, Ill.
 278. Alfred Hiller & Co., Ltd., Norfolk, Va.

SCHEDULE 561.—Construction and Repair.

Class 1. Mare Island—1 plain dry grinder—Bidder 101, *\$320; 103, \$325 and \$400; 107, \$359; 161, \$325.
 Class 2. Mare Island—1 plain dry grinder—Bidder 101, *\$290; 103, \$300 and \$400; 107, \$359; 161, \$300.
 Class 3. Mare Island—1 double crank press—Bidder 19, \$3,605; 66, \$2,615; 101, \$3,045; 251, *\$2,250.
 Class 4. Mare Island—1 patent head lathe—Bidder 101, *\$1,306; 107, \$1,510; 159, \$1,396.
 Class 5. Mare Island—1 die-slotting machine—Bidder 54, *\$525; 89, \$565.
 Class 6. Mare Island—1 metal-cutting circular-saw table—Bidder 101, *\$315.

SCHEDULE 562.—Yards and Docks.

Class 11. New York—1 motor-driven cold-metal sawing machine, 2 saw blades and 1 saw grinder—Bidder 215, \$1,249; 260, *\$1,457.

SCHEDULE 563.—Navigation.

Class 21. Annapolis—3 screw-cutting engine lathes—Bidder 76, *\$1,050; 159, \$1,050.
 Class 22. Annapolis—1 upright drill press—Bidder 76, *\$124.50; 159, *\$85.
 Class 23. Annapolis—1 wood trimmer—Bidder 150, \$139; 172, *\$136.55.

SCHEDULE 564.—Construction and Repair.

Class 31. New York—1 power trimming press—Bidder 19, \$1,125; 66, \$1,448; 251, *\$975.
 Class 32. New York—1 steam hammer—Bidder 72, \$805; 150, *\$798; 159, \$844; 179, \$823.
 Class 33. New York—1 pattern-maker's wood lathe—Bidder 79, *\$376; 150, \$500; 172, \$650; 179, \$385.
 Class 34. Pensacola—1 pattern-maker's wood lathe—Bidder 79, \$380; 150, *\$625; 172, \$647; 179, \$425.
 Class 35. Pensacola—1 revolving derrick to be mounted on a lighter—Bidder 110, *\$7,400.
 Class 36. Pensacola—1 centrifugal pump—Bidder 18, \$786.50; 113, \$1,025; 168, *\$453; 176, \$1,008; 231, \$1,102; 261, \$652; 266, \$1,072.
 Class 37. Pensacola—1 hand planer and jointer—Bidder 79, \$215; 150, *\$413; 172, \$415.
 Class 38. Pensacola—1 hand saw and attachments—Bidder 150, *\$376; 172, \$419.
 Class 39. New York—1 combination rip and crosscut sawing machine—Bidder 10, \$325; 172, *\$347.
 Class 40. Pensacola—1 automatic power band-saw setter—Bidder 172, *\$126.70.

SCHEDULE 565.—Steam Engineering.

Class 41. New York—1 copper-pipe bender—Bidder 85, \$934.50; 200, *\$921.
 Class 42. Pensacola—1 cutter and reamer grinder—Bidder 24, *\$241.70 and \$287.45; 28, \$562; 76, \$215; 231, \$400.

* Accepted.

Class 43. Pensacola—2 drilling outfits and 1 portable hand drill—Bidder 85, *\$370; 98, \$306.05; 150, \$395; 238, \$324.05, part.
 Class 44. Pensacola—1 wire-feed screw machine—Bidder 24, *\$526.
 Class 45. Pensacola—1 set of parts for No. 1 engraving machine—Bidder 92, *\$175.25.

SCHEDULE 566.—Yards and Docks and Equipment.

Class 51. Puget Sound—2 portable ventilating sets and 6 fans—Bidder 102, \$275; 102, *\$218.
 Class 52. Mare Island—2 wattmeters, 1 storage battery hydrometer, and 2 doz. glass insulators—Bidder 93, *\$36.30.
 †Class 53. Puget Sound—2 oil filters—Bidder 11, \$88.50; 82, \$150.
 †Class 54. Mare Island—Miscellaneous hardware and tools—No bids.
 Class 55. Mare Island—1 analytical balance and 1 set weights for balance—Bidder 82, \$185; 189, *\$130.
 Class 56. Mare Island—1 mica condenser, standard resistance for carrying current, etc.—Bidder 126, \$149; 189, *\$115; 275, \$149.
 Class 57. Mare Island—A quantity of laboratory supplies—Bidder 189, *\$181.10, part.
 †Class 58. Mare Island—A quantity of gate valves, globe valves, steam gages, cast-iron branch tees, etc.—No bids.
 Class 59. Puget Sound—4,000 lbs. soap—Bidder 207, *\$159.60; 225, \$186.56; 255, \$215.
 Class 60. Puget Sound—1,968 lbs. soap powder—Bidder 207, \$196.80; 225, *\$98.40.

SCHEDULE 567.—Construction and Repair.

Class 61. Mare Island—2 rotary blowers—Bidder 202, *\$4,130; 219, \$4,260.
 †Class 62. Mare Island—16 slate slabs—No bids.
 Class 63. Mare Island—A quantity of magnet wire and asbestos-covered wire—Bidder 93, *\$65.13.
 Class 64. Puget Sound—A quantity of taps and dies, stocks, etc.—Bidder 67, \$167; 103, *\$138.75; 150, \$180; 275, \$186.02.
 Class 65. Puget Sound—A quantity of drills—Bidder 22, \$180.16; 67, \$40.84; 103, \$34.43; 116, *\$31.17; 117, \$34.54; 125, \$34.54; 206, \$34.54.
 Class 66. Puget Sound—Hydraulic jacks—Bidder 20, \$142.32; 67, \$123.90; 82, \$180; 103, \$121.50; 117, \$134; 150, \$125; 195, *\$110.17; 200, \$122.18.
 †Class 67. Puget Sound—A quantity of miscellaneous hardware and tools—No bids.
 †Class 68. Puget Sound—Miscellaneous hardware and tools—No bids.
 †Class 69. Puget Sound—Miscellaneous hardware and tools—No bids.
 Class 70. Puget Sound—72 ft. suction hose—Bidder 27, \$287.28; 67, \$326.16; 90, \$251.28; 212, *\$199.44.
 Class 71. Puget Sound—2 diving outfits—Bidder 136, *\$2,298; 223, \$2,348.

SCHEDULE 568.—Steam Engineering.

Class 81. Puget Sound—1 armature for motors—Bidder 93, *\$120.
 Class 82. Puget Sound—24 batteries for electric hand torches—Bidder 67, *\$9.60.
 Class 83. Puget Sound—A quantity of drills—Bidder 67, \$93.13; 103, \$111.65; 125, \$112.81; 150, *\$85.83.
 Class 84. Puget Sound—6 tube expanders—Bidder 67, \$141; 82, \$86; 103, \$105; 117, *\$58.20; 150, \$91.50; 195, \$111.60.
 Class 85. Puget Sound—5 hydraulic jacks—Bidder 67, \$269.30; 82, \$299.50; 117, \$282; 150, \$212; 195, \$200.56; 200, *\$257.94.
 Class 86. Puget Sound—150 scoop shovels—Bidder 67, \$210; 82, *\$148.50.
 Class 87. Puget Sound—Taps and dies—Bidder 103, *\$185.25; 150, \$232.35.
 Class 88. Puget Sound—8 pulleys—Bidder 20, \$89.60; 67, \$88.30; 82, \$129.90; 103, \$87.50; 117, \$91; 150, *\$81.88; 195, \$87.78; 200, \$87.72.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 89. Puget Sound—1 valve reseating machine—Bidder 20, \$325; 66, \$325; 67, \$325; 82, *\$325; 85, \$325; 103, \$325; 150, \$325; 195, \$325.

Class 90. Puget Sound—Burners, lamps, lanterns, globes, etc.—Bidder 150, \$239.44; 175, *\$186.50.

†Class 91. Puget Sound—Bolts, rivets, wood screws, chain, pins, tacks, wire, etc.—No bids.

†Class 92. Puget Sound—Irons, cans, kettles, chucks, mandrels, sockets, tube cleaners, steam hose, cocks, anvils, blowpipes, calipers, clamps, shears, cutters, hammers, nippers, pliers, rules, sledges, wrenches, handles, jaws, and other tools—No bids.

Class 93. Puget Sound—Reference books—Bidder 31, \$60.75; 42, *\$36.67; 171, \$47; 239, \$43.80.

Class 94. Puget Sound—1 mimeograph and supplies—Bidder 31, *\$197.20.

Class 95. Puget Sound—Draftsman's supplies—Bidder 118, \$356.10; 239, *\$277.45.

†Class 96. Puget Sound—A quantity of bronze—Bidder 189, \$269.20.

Class 97. Puget Sound—A quantity of bronze, brass, copper, etc.—Bidder 31, \$276.10; 82, *\$194.29.

Class 98. Puget Sound—A quantity of iron, lead, solder, steel, roofing tin, etc.—Bidder 31, \$166.04; 82, *\$156.67; 257, \$238.05.

Class 99. Puget Sound—17 sq. yds. gum sheet packing and 8 sq. yds. sheet packing—Bidder 90, *\$246.34.

Class 100. Puget Sound—Asbestos millboard, packing, etc.—Bidder 16, *\$51.30; 67, \$54.17.

Class 101. Puget Sound—170 lbs. asbestos packing and 150 lbs. sheet packing—Bidder 16, \$192; 112, *\$160; 185, \$288; 212, \$176.

Class 102. Puget Sound—325 lbs. gland packing and 80 lbs. flexible packing—Bidder 16, *\$250; 185, \$465.75; 212, \$303.75.

Class 103. Puget Sound—400 lbs. Tuck's packing—Bidder 27, \$300; 67, \$247; 90, *\$236.

Class 104. Mare Island—650 gaskets—Bidder 112, *\$322.50; 185, *\$159.

Class 105. Puget Sound—A quantity of grommets and gaskets—Bidder 185, *\$544; 212, \$710.

Class 106. Puget Sound—2 doz. rubber mats—Bidder 67, \$88.88; 212, *\$78.

Class 107. Puget Sound—300 lbs. chloride of calcium—Bidder 169, *\$18; 207, \$42.

†Class 108. Puget Sound—Oil, paint, soapstone, cement, sulfur, etc.—No bids.

†Class 109. Puget Sound—Boiler tubes—Bidder 48, \$580.75; 82, \$2,129; 103, \$645.42; 157, \$1,214.67; 226, \$781.80.

Class 110. Mare Island—Glasses for deflex water gages and glass tubes—Bidder 185, *\$5.508.

Class 111. Puget Sound—Glass tubes—Bidder 185, *\$68.

Class 112. Puget Sound—Bends, couplings, pet-cocks, cocks, etc.—Bidder 48, *\$51.17; 114, \$95.52.

Class 113. Puget Sound—Bends, couplings, pipe fittings, etc.—Bidder 48, *\$33.53.

Class 114. Puget Sound—Valves—Bidder 97, \$185.50; 103, *\$185.24.

Class 115. Mare Island—Fire bricks—Bidder 31, \$212.51; 38, *\$192.67.

Class 116. Puget Sound—350 sponges—Bidder 135, *\$48.25; 171, \$140; 195, \$102.50; 207, \$147; 259, \$163.

SCHEDULE 582.—Yards and Docks.

Class 121. New Orleans—900 bbls. Portland cement—Bidder 254, \$2,502; 278, *\$2,070.

Class 122. New Orleans—325 cu. yds. sand—Bidder 229, \$812.50; 278, *\$487.50.

†Class 123. New Orleans—Sand and fine gravel—No bids.

Class 124. Key West—Miscellaneous hardware—Bidder 63, *\$38.23; 146, \$60.25.

†Class 125. New Orleans—Miscellaneous hardware—No bids.

Class 126. New Orleans—A quantity of yellow pine—Bidder 64, *\$539.24; 73, \$716.29; 229, \$630; 243, \$595.55.

Class 127. Pensacola—2,000 cross-ties—Bidder 73, *\$1,700; 229, \$2,980; 269, \$1,850.

*Accepted.

Class 128. Key West—7,500 lbs. new pig lead—Bidder 31, \$900; 59, \$504; 63, \$555; 143, \$506.25; 158, *\$498.

†Class 129. New Orleans—220 lbs. steel and 4,840 lbs. steel plate—Bidder 245, \$330.62.

†Class 130. New Orleans—3,500 ft. galvanized-steel curb-corner bar—No bids.

Class 131. New Orleans—76,250 ft. expanded metal—Bidder 20, \$1,906.25; 31, \$7,053.12; 56, \$2,859.37; 84, *\$1,906.25; 146, \$2,470.50; 183, \$2,006.87.

Class 132. Key West—150 lbs. jute packing and 48 gaskets—Bidder 63, \$58.80; 146, *\$42.60; 182, \$68.40.

Class 133. Key West—Cast-iron water pipe and fittings—Bidder 57, \$4,820.88; 63, \$5,718.65; 121, *\$4,788.08; 277, \$5,172.79.

Class 134. Key West—Pipe and fittings—Bidder 63, \$551.32; 121, *\$550.50.

Class 135. Key West—A quantity of valves—Bidder 57, \$307.25; 63, *\$207.30.

Class 136. Key West—Water meters—Bidder 20, \$697.63; 63, \$815; 142, \$1,117.50; 164, \$618; 232, *\$551; 266, \$640; 277, \$1,045.

Class 137. Key West—1 intake screen and 9 cast-iron valve boxes—Bidder 57, *\$45.

Class 138. New Orleans—Catch basin gratings and manhole frames and covers—Bidder 31, \$737.48; 160, \$606.80; 245, *\$517.29.

SCHEDULE 583.—Construction and Repair.

Class 141. Pensacola—1,200 lbs. oakum—Bidder 20, \$77.64; 56, *\$76.80; 168, \$77.40; 272, \$77.64.

Class 142. Pensacola—A quantity of galvanized-iron deck bolts, wire nails, spikes, etc.—Bidder 31, \$595; 168, \$465; 195, *\$425.50; 272, \$496.39.

Class 143. Pensacola—A quantity of white oak—Bidder 13, *\$1,592.46; 71, \$1,933.36; 73, \$2,096.62; 243, \$2,295.87.

Class 144. Pensacola—A quantity of yellow-pine plank and decking—Bidder 73, *\$1,268.

Class 145. Pensacola—2,480 lbs. flat wrought iron—Bidder 31, \$148.80; 117, \$59.52; 139, \$97.96; 168, \$62.74; 247, \$74.15; 272, *\$56.30.

†Class 146. Pensacola—100 lbs. sheet-rubber packing—No bids.

†Class 147. Pensacola—40 ft. galvanized wrought-iron pipe—No bids.

Class 148. Pensacola—5 straightaway gate valves and 1 stop-check cross valve—Bidder 47, \$209, part; 180, *\$450.30.

SCHEDULE 584.—Supplies and Accounts.

Class 151. Pensacola—2,000 lbs. steel-wire nails—Bidder 31, \$64.80; 59, *\$52; 195, \$82.

Class 152. Pensacola—7,000 lbs. bar iron—Bidder 56, \$192.50; 139, *\$276.50.

†Class 153. Pensacola—2,300 ft. wrought-iron steam pipe—Bidder 121, \$687; 152, \$636.

SCHEDULE 587.—Yards and Docks.

Class 161. Boston—Renewing 5,000 burned-out incandescent lamps—Bidder 14, \$475; 49, *\$468.75; 88, \$525; 155, \$525; 191, \$525.

Class 162. Washington—275 bbls. Portland cement—Bidder 1, \$522.50; 1, *\$440; 56, \$577.50; 156, \$574.75 and \$492.05.

Class 163. Washington—1,200 bbls. broken stone—Bidder 35, \$254; 56, \$403.20; 233, *\$336.

Class 164. Washington—800 bbls. concrete sand—Bidder 35, \$100; 186, *\$68.04; 240, \$104.

Class 165. Washington—3,800 ft. Virginia pine—Bidder 53, *\$85.30; 73, \$142; 86, \$130.81; 220, \$91.

Class 166. Portsmouth—84 ft. sectional steam-pipe covering—Bidder 112, *\$31.75.

Class 167. Portsmouth—8 extra heavy gate valves—Bidder 47, \$201.40; 66, \$201.70; 125, \$372.80; 127, *\$186; 129, \$213; 146, \$259.50; 121, \$190.50.

†Class 168. Portsmouth—Steam separator, steam trap, flanged tees, bends, elbows, etc.—Bidder 47, informal, part of class; 122, informal, part of class; 121, \$729.25.

†No award.

*Schedule of proposals for naval supplies—Continued.***SCHEDULE 588.—Navigation and Medicine and Surgery.**

Class 171. Newport—234 window and door screens—Bidder 33, \$610.80; 56, unit prices; 188, \$588; 273, *\$322.50.

Class 172. Annapolis—Squirt cans, foundry letters, foundry figures, chaplets, etc.—Bidder 151, *\$270.72; 173, \$369.08.

Class 173. Annapolis—2 platform scales—Bidder 20, \$59.95; 56, \$65.35; 76, \$54.89; 81, *\$48; 142, \$56.30; 150, \$61.49; 151, \$59.75; 218, \$62.15.

Class 174. Annapolis—1 portable recording-pressure gage—Bidder 25, \$45; 31, \$179.77; 85, *\$37.50; 150, \$39.88; 215, \$39.90; 218, \$45.

Class 175. Annapolis—Photographic outfit—Bidder 147, \$200.65; 149, \$179.61; 265, *\$172.15; 274, \$181.50.

Class 176. Annapolis—Arch plates, linings, grate bars, etc.—Bidder 83, *\$296.40; 134, \$297.16.

† Class 177. Annapolis—12 valves and valve rods—No bids.

Class 178. Naval Hospital, Philadelphia—Repairing steam heating and power plant—Bidder 235, *\$783.50.

SCHEDULE 589.—Ordnance.

Class 181. Washington—Copper rivets, belt burrs, etc.—Bidder 59, \$879.25; 100, *\$711.77; 146, \$727.30; 218, \$1,119.12; 236, \$814.

Class 182. Washington—Dusting brushes, camel's hair brushes, etc.—Bidder 31, \$956.56; 55, \$195.20; 96, *\$142.52; 173, \$271.20; 181, \$146.

Class 183. Washington—Venetian blind cord, tape, and window shades—Bidder 55, *\$63.50; 190, informal.

Class 184. Washington—2,050 lbs. cold rolled brass wire—Bidder 31, \$445.67; 40, *\$369; 59, \$369; 100, \$369; 236, \$369.

Class 185. Washington—300 ft. wire rope—Bidder 117, \$14.40; 203, \$13.41; 245, \$21; 261, *\$13.20.

Class 186. Washington—9 sets nickel steel chain—Bidder 117, *\$783; 160, \$841.50.

Class 187. Washington—12 snatch blocks—Bidder 85, *\$54; 117, \$65.40; 160, \$60.60; 195, \$57.24; 245, \$78.

Class 188. Washington—2 30-ton spur gear blocks—Bidder 20, \$117; 117, \$144; 149, \$137.80; 150, \$144; 151, \$144; 194, \$144; 218, \$144; 261, *\$110.

Class 189. Washington—Molders' shovels, wire brushes, cutting pliers, etc.—Bidder 96, \$244.85; 149, \$231.80; 151, *\$215.70; 173, \$218.70; 181, \$232; 218, \$279.

Class 190. Washington—Water gage glasses, packing rings, punches, hatchets, etc.—Bidder 151, *\$285.37.

Class 191. Washington—Photographic supplies—Bidder 31, *\$64.90.

Class 192. Fort Mifflin, Pa.—About 55,000 ft. yellow pine—Bidder 73, \$2,725.74; 80, \$2,445.25; 111, *\$2,132.02; 220, \$2,027.28; 237, \$2,437.76.

Class 193. Washington—About 3,000 cross ties—Bidder 53, \$3,257.10; 73, \$3,877.50; 220, *\$2,575.25.

† Class 194. Washington—936,000 lbs. Calumet and Hecla copper—Bidder 7, \$175,032; 59, \$187,761.00.

Class 195. Washington—145,288 lbs. cold rolled copper—Bidder 4, \$31,963.36; 50, \$31,963.26; 59, \$31,963.36; 100, \$31,963.36; 106, *\$31,934.30; 252, \$31,963.36.

Class 196. Washington—100,000 lbs. pig lead—Bidder 7, \$6,350; 59, \$5,940; 158, *\$5,900.

Class 197. Washington—3,000 lbs. aluminum—Bidder 78, \$2,415; 115, \$1,027.50; 158, *\$1,140.

† Class 198. Washington—10 tons steel rails and 80 fish plates—No bids.

Class 199. Washington—400,000 galls. fuel oil—Bidder 214, *\$15,500; 234, \$16,000; 256, \$16,400.

Class 200. Washington—1,000 lbs. rosin—Bidder 169, \$48; 173, \$25; 181, *\$15; 217, \$29.80.

Class 201. Washington—1,830 lbs. seamless brass tubes—Bidder 160, *\$648.74.

Class 202. Washington—24 bbls. flour—Bidder 95, \$108; 173, \$76.80; 178, *\$72; 181, \$72.

Class 203. Washington—4 tons rye straw—Bidder 95, \$80.64; 96, *\$66.28.

Class 204. Washington—Miscellaneous stationery supplies—Bidder 55, *\$336.04.

Class 205. Washington—Draftsman's supplies—Bidder 31, *\$182.59.

† Class 206. Washington—Record cards, etc.—No bids.

Class 207. Washington—Window glass—Bidder 130, \$49.44; 169, *\$38.30; 210, \$45.50.

Class 208. Washington—2,000 lbs. mold wash and 2,000 lbs. silica cement—Bidder 31, \$220; 173, \$60; 178, informal, part; 18, *\$50.

† Class 209. Washington—100 tons oyster shells—Bidder 31, \$900.

Class 210. Washington—25 bbls. silver lead—Bidder 31, \$243.75; 56, \$200; 173, *\$112.50; 178, \$137.50; 181, \$150; 257, \$118.75.

Class 211. Washington—100 bbls. bituminous facing—Bidder 146, \$273; 173, \$118; 178, \$141.25; 181, *\$110.

SCHEDULE 500.—Construction and Repair.

Class 221. League Island—Dry goods—Bidder 55, \$538.34; 146, \$574.50; 163, *\$522.95; 276, \$535.03.

Class 222. New York—25 deck lenses—Bidder 65, *\$62.50; 105, \$100.

Class 223. New York—Twist drills—Bidder 117, \$600.30; 125, \$600.20; 150, \$600.30; 151, *\$532.50; 206, \$600.30; 261, \$591.45.

Class 224. New York—Involute cutters—Bidder 28, \$1,436.55; 85, \$972.43; 151, \$976.43; 206, \$1,437.62; 215, *\$852.49; 258, \$1,793.12; 24, \$972.60.

Class 225. New York—Muslin bucks—Bidder 150, \$419.01; 151, *\$382.60.

Class 226. Norfolk—1 track and car for shop use—Bidder 261, *\$507; 263, \$247.50.

† Class 227. New York—1 No. 2½ large self-feeding rip saw machine—No bids.

Class 228. New York—Oilers, drill chucks, steel letters and figures—Bidder 150, \$359.98; 151, *\$281.

Class 229. New York—Calipers, chisels, clamps, compasses, cutters, dividers, etc.—Bidder 105, informal, part; 151, *\$828.82.

SCHEDULE 591.—Steam Engineering.

Class 231. League Island—Bolts and nuts—Bidder 186, *\$71.76.

Class 232. Norfolk—2 armatures for motors—Bidder 45, *\$74.50.

Class 233. Norfolk—3 armatures for motors—Bidder 93, *\$124.30.

Class 234. Norfolk—1 armature for motor—Bidder 270, *\$54.50.

Class 235. League Island—24 armature coils for Westinghouse motors on electric cranes—Bidder 270, *\$15.78.

Class 236. League Island—72 motors for armature coils for General Electric motors on electric cranes—Bidder 93, *\$28.80.

Class 237. Norfolk—3 electric soldering irons, 6 torches and 12 batteries—Bidder 88, \$40; 151, \$41.10; 155, *\$36.45.

Class 238. League Island—Sheet fiber, etc.—Bidder 88, *\$417.13; 151, \$482.29; 156, \$571.21.

Class 239. Norfolk—6 differential pulleys—Bidder 20, \$75.07; 56, \$69.82; 117, \$80.15; 150, *\$52.20; 187, \$58.90; 218, \$81.75; 261, \$63.95.

Class 240. Norfolk—1 handy billy pump—Bidder 114, *\$74.95; 146, \$94; 150, \$23; 151, \$87; 187, \$112.

Class 241. Norfolk—1 valve reseating machine—Bidder 66, \$325; 85, \$325; 150, \$325; 151, *\$325; 184, \$325; 187, \$325; 215, \$325; 218, \$325.

Class 242. Norfolk—1 tool chest—Bidder 150, *\$65.50; 187, \$75; 218, \$75.

Class 243. League Island—1 pneumatic drill and hammer—Bidder 62, \$145; 108, *\$123; 109, \$127.50 and \$142; 151, \$144.

Class 244. League Island—2,000 sq. ft. poultry wire and 300 lbs. rivets—Bidder 186, \$25.73; 218, *\$20.40.

*Accepted

† No award.

Schedule of proposals for naval supplies—Continued.

Class 245. Portsmouth—2 circular saws and 4 sets knives for buzz planer—Bidder 66, *\$111.40.

Class 246. League Island—Bolts, nuts, rivets, tacks, wire, etc.—Bidder 151, *\$140.77.

Class 247. Norfolk—Brass machine screws, bolts, nuts, etc.—Bidder 151, *\$130.00; 187, \$156.92.

Class 248. Norfolk—Blocks and tackle oil cans, oil filters, oil funnels, copper funnels, tallow kettles, oil syringes, oil trays, lamp feeders, etc.—Bidder 150, \$1,772.51; 151, *\$1,000.36; 187, \$1,912.89.

Class 249. Norfolk—Books for reference—Bidder 6, \$40.10; 31, \$58.75; 42, *\$36.67; 239, \$39.38.

Class 250. Norfolk—1 averaging instrument, drawing instrument, hydrometers, boxwood scales, etc.—Bidder 118, \$324.95; 150, \$298.15; 189, \$243.17; 239, \$205.03; 239, *\$221.83.

Class 251. League Island—92 ft. belting—Bidder 12, \$38.78; 150, \$30.31; 216, *\$27.77.

Class 252. Norfolk—Bolt lacing—Bidder 12, \$31.16; 150, \$23.02; 184, \$23.63; 216, *\$21.89.

Class 253. Portsmouth—15,000 ft. pine plank—Bidder 23, *\$367.50; 29, \$970; 73, \$1,200; 86, \$1,211.75; 237, \$1,120.

† Class 254. League Island—1,363 lbs. strip copper, bar copper, copper tubing, etc.—No bids.

Class 255. League Island—34,655 lbs. iron floor plates—Bidder 31, \$1,206.09; 41, \$1,386.20; 117, \$908.06; 129, \$1,143.00; 222, \$949.54; 227, \$1,105.49; 245, \$1,188.66; 247, \$1,053.51.

Class 256. League Island—6,930 lbs. galvanized iron—Bidder 50, \$231; 117, *\$230.77; 143, \$249.48; 192, \$294.52.

Class 257. League Island—2,500 lbs. bars—Bidder 20, *\$49.75; 31, \$62.25; 41, \$62.50; 59, \$63.75; 222, \$57.50; 227, \$55; 247, \$58.75.

Class 258. Norfolk—Rolled bronze, sheet brass, phosphor bronze sheet copper, Muntz metal, etc.—Bidder 59, *\$150.00; 100, \$188.33.

† Class 259. League Island—Steel billets, brass rod, sheet brass, sheet steel, etc.—No bids.

Class 260. Norfolk—Billet steel, silver solder, steel bar, etc.—Bidder 247, *\$154.20.

Class 261. Norfolk—200 ft. boiler hose—Bidder 184, \$206; 90, *\$198.

Class 262. Norfolk—54 ft. suction hose—Bidder 90, \$188.40; 184, *\$174.42.

Class 263. Norfolk—Hose cocks, nozzle, pipes, etc.—Bidder 195, *\$240.

Class 264. League Island—7,500 ft. magnesia blocks and 3,000 lbs. magnesia cement—Bidder 2, *\$1,837.50; 112, \$2,006.67; 120, \$2,006.67.

Class 265. League Island—Gaskets and grommets—Bidder 112, *\$54.50; 194, \$61.50.

Class 266. Norfolk—200 boiler gaskets—Bidder 2, *\$82.50; 112, \$90; 165, \$100; 184, \$94.

Class 267. Norfolk—90 lbs. packing—Bidder 165, *\$51.40.

Class 268. Norfolk—Sheet gum—Bidder 90, *\$749.50.

Class 269. Norfolk—Wicking, grommets, tubing, rubber, etc.—Bidder 187, *\$82.02.

Class 270. Washington—Packing—Bidder 112 \$413.35; 165, \$305.30; 194, *\$295.50; 234, \$359.85.

Class 271. Norfolk—Acid, glycerin, castor oil, rosin, etc.—Bidder 169, \$51.80; 187, \$54.60; 217, *\$25.35.

Class 272. Norfolk—Valves—Bidder 97, \$45.26; 121, \$49; 150, *\$41.68; 184, \$50.74; 199, \$43.75.

Class 273. Norfolk—Cocks, flanges, bends, bushings, caps, etc.—Bidder 121, \$207.37; 187, *\$193.05.

Class 274. Norfolk—Gage glasses—Bidder 121, \$115.80; 218, *\$109.44.

Class 275. League Island—2 gages and 8 steel springs—Bidder 121, \$27.50; 150, *\$16.40; 218, \$17.10.

SCHEDULE 592.—Supplies and Accounts.

Class 281. New York—13,000 ft. conduit steel—Bidder 58, \$634.50; 253, \$634.71; 275, *\$618.90.

Class 282. New York—Bolts and nuts—Bidder 168, \$1,655.52; 195, \$1,595.05; 215, *\$920.80; 218, informal.

Class 283. New York—Bolts and nuts—Bidder 85, *\$2,168.50; 117, \$2,205; 150, \$2,239.65; 168, \$2,408.60; 192, \$2,301.50; 215, \$2,187; 218, \$3,245.

*Accepted.

Class 284. New York—Stove and carriage bolts—Bidder 168, *\$124.10; 218, \$141.12.

Class 285. New York—Copper burs, boat rivets, etc.—Bidder 59, \$885.50; 100, \$747.53; 218, *\$648.75.

Class 286. New York—Paint and varnish brushes—Bidder 9, \$1,500.90; 198, *\$1,205.60.

Class 287. New York—5,000 deck scrubbing brushes—Bidder 166, \$875; 168, \$987.50; 215, \$1,193; 273, *\$800.

Class 288. New York—150 doz. steel wire foundry brushes—Bidder 20, \$248.85; 85, \$249; 146, \$255; 151, *\$225; 173, \$600; 192, \$255; 195, \$261; 218, \$525.

Class 289. New York—50,000 fire brick—Bidder 56, \$1,297.50; 87, \$1,400; 173, \$1,750; 192, *\$1,400; 262, \$1,500; 264, \$1,550.

Class 290. New York—10,000 lbs. Portland cement—Bidder 56, \$210; 78, *\$108; 109, \$165.

Class 291. New York—24,000 yds. cotton canvas—Bidder 170, \$7,610; 244, *\$5,327.

Class 292. New York—73,000 yds. cotton raven, cotton canvas, bag canvas, and hammock canvas—Bidder 170, \$28,710; 244, *\$27,908.

Class 293. New York—36,000 yds. flax canvas—Bidder 52, \$9,000; 132, *\$13,492.50; 170, \$15,097.50.

Class 294. New York—4,000 yds. flax raven—Bidder 132, *\$595; 170, \$640.

Class 295. New York—1,300 lbs. flax twine—Bidder 85, \$463.95; 171, *\$433.33; 218, \$442.

Class 296. New York—2,800 lbs. cotton twine—Bidder 146, \$406.70; 218, *\$686; 244, \$700.

Class 297. New York—10,000 yds. cheese cloth—Bidder 55, \$205; 85, \$312.50; 146, \$309; 149, \$250; 52, *\$274; 149, \$325.

Class 298. New York—20 doz. spools linen thread, etc.—Bidder 55, \$63.80; 146, *\$47.20.

Class 299. New York—Coffee biggins, canisters, and kitchen utensils—Bidder 34, \$3,112.65; 39, \$3,622.75; 146, \$2,744.75; 213, *\$2,406.81.

Class 300. New York—Lavatory fittings—Bidder 114, \$410.50; 137, informal; 221, *\$292.58.

Class 301. New York—25 doz. cocoa door mats—Bidder 56, \$463.75; 85, \$411; 149, \$496.25; 151, \$457.50; 218, \$463.50; 273, \$304.75 and *\$404.75.

Class 302. New York—12 glaziers' diamonds—Bidder 150, \$59.40; 151, \$67.60; 192, \$56.64; 217, \$50.88; 218, *\$39.

Class 303. New York—55 doz. scrapers—Bidder 146, *\$360.75; 151, \$371.50; 195, \$424.75.

Class 304. New York—Saws and hacksaw blades—Bidder 68, \$477; 85, *\$470.69; 125, \$546.50; 151, \$483.50.

Class 305. New York—72 doz. monkey wrenches—Bidder 149, \$471.24; 151, \$438.90; 168, \$437.76; 200, \$448.92; 218, *\$437.76.

Class 306. New York—Stillson pipe wrenches—Bidder 20, \$692.70; 149, \$1,095.74; 150, \$687.76; 151, \$677.40; 168, \$684.88; 200, *\$674.83; 218, \$692.50; 261, \$678.98.

Class 307. New York—30 hydraulic jacks—Bidder 85, \$1,170; 97, \$703.30; 117, \$1,308; 150, \$1,120.60; 151, \$1,194; 160, \$1,249.10; 184, \$1,099; 195, *\$1,049; 200, \$1,173.85; 218, \$1,198.

Class 308. New York—25 portable rivet forges—Bidder 26, \$180; 117, \$168.75; 131, *\$125; 151, \$140; 218, \$198.

Class 309. New York—140 rms. emery cloth and 75 rms. garnet paper—Bidder 12, \$811.50; 15, *\$1,431; 150, \$1,497.30; 192, \$1,503.15; 205, \$1,732.75; 217, \$1,835.20; 218, \$1,662.25; 246, \$1,524.45; 255, \$1,761.90.

Class 310. New York—Twist drills—Bidder 125, \$976.61; 151, *\$852.20; 206, \$970.20; 261, \$960.64.

Class 311. New York—Files—Bidder 68, \$3,142.50; 150, *\$2,764.81.

Class 312. New York—Grommets, etc.—Bidder 81, informal, part; 85, \$627.75; 146, *\$538; 150, \$567.18; 151, \$629.50; 195, \$665.

Class 313. New York—Wood screws, machine screws—Bidder 149, informal; 215, *\$1,663.62; 218, \$2,073.21.

Class 314. New York—200 doz. galvanized-iron buckets—Bidder 56, \$1,200; 146, *\$968; 195, \$1,004; 213, \$972; 218, \$1,170; 247, \$1,032; 255, \$994; 261, \$1,196; 273, \$1,078.

Class 315. New York—15 doz. dustpans—Bidder 146, \$22.05; 195, \$24; 273, *\$20.70.

†No award.

Schedule of proposals for naval supplies—Continued.

- Class 316. New York—File handles—Bidder 150, \$107.20; 151, \$107.30; 218, *\$89.21.
- Class 317. New York—30 oiler sets and 30 doz. squirt cans—Bidder 85, \$438.90; 150, \$459; 151, \$420; 175, *\$420; 195, \$427.80; 218, \$570.
- Class 318. New York—Steel wire, brads, and nails—Bidder 59, \$132.80; 195, *\$124.85; 218, \$128.65.
- Class 319. New York—1,500 lbs. wrought iron spikes—Bidder 56, \$38.62; 168, *\$36; 195, \$46.50; 215, \$52.15; 218, \$56.25.
- Class 320. New York—Phosphor bronze wire—Bidder 59, \$178.95; 100, *\$159; 150, \$184.40; 193, \$171.60; 218, \$185.50.
- Class 321. New York—Brass wire, copper wire, lead wire, etc.—Bidder 59, *\$239.55; 85, \$262.20; 151, \$257.60; 218, \$150.
- Class 322. New York—Brass padlocks—Bidder 20, \$1,425.25; 85, *\$1,371.75; 146, \$1,467; 151, \$1,310; 195, \$1,485; 271, \$1,444.50.
- Class 323. New York—Cylinder locks and locks for ditty boxes—Bidder 20, \$916.90; 85, \$896.18; 146, \$1,053; 151, \$906.60; 195, \$922; 206, *\$881.24; 271, \$922.94.
- Class 324. New York—Hinges—Bidder 81, informal, part of class; 85, *\$590.84; 146, \$640.30.
- Class 325. New York—10 spring balances—Bidder 85, *\$54.70; 146, \$59; 150, \$64; 218, \$79.50.
- Class 326. New York—20 oil pumps—Bidder 85, \$77.28; 151, \$76; 195, *\$75.60.
- Class 327. New York—Bolts, spring cotters, hooks, screw eyes, copper measures, sieves, tucks, etc.—Bidder 85, \$1,999.95; 146, *\$1,916.65; 151, informal.
- Class 328. New York—Hardware—Bidder 151, *\$2,234.33.
- Class 329. New York—Lamps and burners—Bidder 85, \$919.95; 123, *\$774; 140, \$825; 175, \$817.50.
- Class 330. New York—Trays, pricklers, and shears—Bidder 175, *\$76.50.
- Class 331. New York—150 doz. globes for lanterns—Bidder 123, *\$112.50; 149, \$259.50; 150, \$240; 175, \$132; 273, \$300.
- Class 332. New York—7,300 ft. leather belting—Bidder 12, \$1,044; 133, *\$702; 150, \$727.56; 216, \$818.80.
- Class 333. New York—Rigging leather—Bidder 80, *\$2,520; 209, \$2,611.87.
- Class 334. New York—150 bundles rawhide lacing leather—Bidder 216, *\$153.10.
- Class 335. New York—300 lbs. hydraulic packing leather—Bidder 80, \$294; 209, *\$177; 216, \$270.
- Class 336. New York—Round brass rod—Bidder 40, \$1,694.25; 59, \$1,694.24; 100, *\$1,694.25; 143, \$1,694.25.
- Class 337. New York—Sheet brass—Bidder 4, \$4,241.49; 40, \$4,241.50; 59, *\$4,241.49; 100, \$4,241.50; 252, \$4,241.49.
- Class 338. New York—6,500 lbs. copper rod—Bidder 40, \$1,348.75; 50, \$1,417; 59, \$1,396.20; 100, \$1,348.75; 143, *\$1,348.75.
- Class 339. New York—Sheet copper—Bidder 4, *\$3,652.50; 50, \$3,246.50; 100, \$3,652.50; 106, \$3,655.25; 252, \$3,652.50.
- Class 340. New York—Bar iron—Bidder 139, *\$3,112.
- Class 341. New York—Bar steel—Bidder 50, \$362.50; 51, *\$283.40; 148, \$650; 227, \$341; 247, \$375.70.
- Class 342. New York—Steel billets—Bidder 51, \$934.99; 117, *\$503.45; 148, \$839.09; 227, \$1,438.44.
- Class 343. New York—18,950 lbs. mild steel plates—Bidder 51, \$456.70; 117, *\$403.33.
- Class 344. New York—4,000 lbs. corrugated sheet steel—Bidder 117, *\$130; 143, \$136; 192, \$147.20; 59, \$104.40.
- Class 345. New York—3,500 lbs. special screw steel—Bidder 117, \$135.50; 168, *\$126.05; 227, \$137.50; 247, \$139.65.
- Class 346. New York—9,000 lbs. angle bars—Bidder 51, \$180; 77, *\$180; 227, \$182; 247, \$207.
- Class 347. New York—Sheet lead—Bidder 59, \$2,932.60; 85, \$2,896.40; 198, *\$2,780.53.
- Class 348. New York—1,000 lbs. rolled sheet zinc—Bidder 59, *\$81; 143, \$83.60.
- Class 349. New York—20 boxes sheet tin—Bidder 143, \$249.50; 250, *\$233.20.
- Class 350. New York—1,000 lbs. hoop iron and 500 lbs. spring steel—Bidder 59, *\$62; 77, \$62.50.
- Class 351. New York—900 lbs. Tuck's packing—Bidder 90, *\$531.
- Class 352. New York—150 sq. yds. sheet gum packing—Bidder 90, \$1,477.50; 124, *\$1,417.50.
- Class 353. New York—9,000 lbs. asbestos mill-board—Bidder 20, \$514.80; 91, \$450; 112, \$315; 119, \$360; 165, \$315; 192, *\$288; 261, \$382.50.
- Class 354. New York—5,400 sq. ft. hair felt—Bidder 55, \$446.40; 112, \$446.40; 151, \$417.96; 192, \$538.50; 255, *\$414; 261, \$471.75.
- Class 355. New York—10,000 galls. alcohol—Bidder 5, \$3,300; 43, \$3,400; 217, \$4,350.
- Class 356. New York—2,000 lbs. beeswax—Bidder 56, \$740; 78, *\$665; 169, \$718; 217, \$684.
- Class 357. New York—400 lbs. gum camphor—Bidder 78, \$436; 149, \$456; 169, \$432; 217, *\$418.
- Class 358. New York—1,000 galls. paraffin dynamo oil—Bidder 75, \$219; 169, *\$179.90; 208, \$340; 217, \$295; 256, \$198.
- Class 359. New York—10,000 galls. mineral oil—Bidder 75, \$1,820; 228, *\$1,716.
- Class 360. New York—15,000 galls. spirits of turpentine—Bidder 75, \$10,224; 228, *\$10,120.50.
- Class 361. New York—2,000 gals. ice machine oil—Bidder 75, *\$488; 208, \$700; 256, \$550.
- Class 362. New York—10,000 lbs. chloride of calcium—Bidder 78, \$247; 169, \$230; 217, *\$198.50; 248, \$525.
- Class 363. New York—4,000 lbs. sal ammoniac—Bidder 78, *\$315.60; 88, \$476; 169, \$324.
- Class 364. New York—Muratic and nitric acid—Bidder 36, *\$65.86; 78, \$76.48; 169, \$72.42; 217, \$78.46.
- Class 365. New York—7,000 lbs. beef tallow—Bidder 8, \$645; 75, \$735; 78, *\$596.50; 169, \$655.
- Class 366. New York—200,000 lbs. red lead—Bidder 99, *\$14,200; 198, \$14,200; 268, \$14,200.
- Class 367. New York—400,000 lbs. white lead—Bidder 61, \$26,850; 75, \$25,360; 198, \$27,680; 268, *\$25,720.
- Class 368. New York—Colors—Bidder 99, \$1,316.60; 130, *\$1,261.40; 141, \$1,414.
- Class 369. New York—Whiting, chalk, plaster of Paris, etc.—Bidder 78, \$415.75; 169, \$401; 217, *\$386.70.
- Class 370. New York—Gold leaf and gold size—Bidder 78, \$452.50; 81, \$480.50; 130, *\$395; 169, \$420; 217, \$474.
- Class 371. New York—Seamless drawn-brass pipe—Bidder 17, *\$11,654.75; 38, \$12,314.75; 40, \$11,886.75.
- Class 372. New York—Seamless drawn-copper tubing—Bidder 17, \$3,368.49; 38, \$3,556; 40, \$3,438.
- Class 373. New York—Seamless drawn condenser tubes—Bidder 38, \$15,537; 40, \$15,675; 100, *\$15,152.50.
- Class 374. New York—Wrought steam pipe—Bidder 121, \$13,785; 152, \$7,817; 180, *\$6,467.60.
- Class 375. New York—Valves—Bidder 85, *\$2,124.70; 97, \$2,358.75; 121, \$2,352.20; 129, \$3,242.80; 146, \$2,388.68; 150, \$2,132.09; 151, \$2,135.90; 199, \$2,233.45.
- Class 376. New York—4 doz. globe valves—Bidder 85, \$250; 129, \$336; 146, \$373.60; 150, *\$246.96; 151, \$248; 199, \$258.72.
- Class 377. New York—Brass gate valves—Bidder 97, \$1,420.50; 121, *\$1,379.
- Class 378. New York—Bushings, couplings, plugs, unions, etc.—Bidder 97, \$2,168.93; 114, *\$1,798.35; 121, \$1,817.19; 146, \$1,908.84.
- Class 379. New York—Brass elbows and unions—Bidder 114, *\$1,822.80; 121, \$2,170.08; 146, \$1,465.86; 174, \$1,479.62.
- Class 380. New York—Bushings, caps, elbows, tees, and unions—Bidder 121, \$414.33; 146, *\$371.60.
- Class 381. New York—Water-gage fittings cocks, etc.—Bidder 114, \$580.30; 146, \$435.20; 121, *\$352.85.
- Class 382. New York—150 ft. hose pipe—Bidder 114, \$332.85; 150, \$632.50; 195, *\$581.50.
- Class 383. New York—120,000 lbs. condensed milk—Bidder 21, *\$10,200.

* Accepted.

Schedule of proposals for naval supplies—Continued.

Class 384. New York—60,000 lbs. tinned roast beef—Bidder 128, \$6,231; 153, \$5,700; 154, \$5,538; 201, \$5,814; 230, \$5,496.

Class 385. New York—1,680 lbs. factory-packed salt—Bidder 169, \$15.79.

Class 386. New York—Blanks and forms—Bidder 60, \$219.30; 144, \$231.50; 249, \$208.60; 255, \$208.67; 267, \$244.54.

Class 387. New York—Rubber bands—Bidder 3, \$719.83; 124, \$736.77; 171, \$789.85; 249, \$755.23.

Class 388. New York—Blank books, etc.—Bidder 55, \$1,640.85; 171, \$1,558.40; 249, \$1,486.29; 255, \$1,530.74.

Class 389. New York—Press copy books—Bidder 31, \$668.35; 55, \$285; 171, \$295; 249, \$319; 255, \$304.25.

Class 390. New York—Ink and mucilage—Bidder 69, informal; 171, \$865.38; 249, \$873.04.

Class 391. New York—Steel pens—Bidder 55, \$3423; 249, \$448.65.

Class 392. New York—Lead pencils and pen-holders—Bidder 55, \$1,453.16; 249, \$1,423.70.

Class 393. New York—Inkstands—Bidder 55, \$265.90; 171, \$400.10; 249, \$282.30.

†Class 394. New York—Paper—No bids.

Class 395. Bidder 55, \$607.75; 70, \$586.45; 118, \$582.20; 189, \$588.35.

Class 396. New York—50 doz. erasers—Bidder 55, \$145; 171, \$150; 189, \$137.50; 249, \$125.

Class 397. New York—Rubber erasers—Bidder 55, \$182.55; 249, \$170.84.

Class 398. New York—25 doz. chamois skins—Bidder 55, \$157.25; 171, \$132.50; 195, \$137.25; 217, \$128.50.

Class 399. New York—Miscellaneous stationery supplies—Bidder 55, \$1,797.65; 69, informal; 171, \$1,884.90; 249, \$2,132.72.

Class 400. New York—50,000 packages toilet paper—Bidder 20, \$4,045; 46, \$3,550; 149, \$3,000; 171, \$3,976.50; 211, \$3,810; 242, \$3,875; 248, \$4,120; 255, \$3,885; 267, \$4,000.

Class 401. New York—750 lbs. sponge—Bidder 259, \$367.50.

Class 402. New York—3,500 squillgees—Bidder 20, \$1,896.25; 146, \$2,023; 192, \$2,890; 195, \$2,507.50; 273, \$1,876.

Class 403. New York—300,000 cakes laundry soap—Bidder 20, \$960; 56, \$1,125; 74, \$960; 146, \$1,002; 192, \$1,494; 248, \$967.50.

Class 404. New York—300,000 lbs. cotton waste—Bidder 33, \$24,000; 117, \$22,500; 138, \$26,250; 205, \$22,050.

Class 405. U. S. R. S. Franklin—250,300 lbs. ice—Bidder 44, \$907.55.

OPENED JUNE 26, 1906.

Bidder 1. American Can Co., 447 W. 14th street, New York.

2. Samuel R. Allman, Equitable Building, Baltimore, Md.

3. W. D. Allen Manufacturing Co., 151 Lake street, Chicago, Ill.

4. American Glue Co., 121 Beverly street, Boston, Mass.

5. American Tube Works, 95 Broad street, Boston, Mass.

6. J. J. Adams & Co., 132 Greenpoint avenue, Brooklyn, N. Y.

7. Advance Machinery Co., 19 Huron street, Toledo, Ohio.

8. Asbestos and Magnesia Manufacturing Co., Land Title Building, Philadelphia, Pa.

9. American Lumber and Manufacturing Co., 209 9th street, Pittsburg, Pa.

10. Atlas Portland Cement Co., 30 Broad street, New York.

11. Abraham & Straus Co., 420 Fulton street, Brooklyn, N. Y.

12. Binney & Smith Co., 81 Fulton street, New York.

13. Bell Manufacturing Co., 117 N. Main street, St. Louis, Mo.

14. Boston Varnish Co., Everett, Mass.

15. Edwin E. Bartlett, 364 Atlantic avenue, Boston, Mass.

16. Amend W. Barnes, Eagle and West streets, Brooklyn, N. Y.

17. Berry & Aikins, 36th and Wharton streets, Philadelphia, Pa.

18. Brown Holsting Machinery Co., 26 Cortlandt street, New York.

19. Bethlehem Steel Co., South Bethlehem, Pa.

20. Benedict & Burnham Manufacturing Co., 99 John street, New York.

21. F. S. Banks & Co., 73 Warren street, New York.

22. Boston Belting Co., 256 Devonshire street, Boston, Mass.

23. Boston Steam Specialty Co., 168 Congress street, Boston, Mass.

24. A. S. Bacon & Sons, 2 Bay street, Savannah, Ga.

25. Buffalo Forge Co., 490 Broadway, Buffalo, N. Y.

26. Robert Bishop, 157 West street, Boston, Mass.

27. Angelo L. Brizzaloro, 117 Jackson street, Vallejo, Cal.

28. Burns Fire Brick Co., Williamsport, Pa.

29. Berry Bros., 221 Pearl street, New York.

30. Becker-Brainard Milling Machine Co., Hyde Park, Mass.

31. Brown & Sharpe Manufacturing Co., Promenade street, Providence, R. I.

32. Bridgeport Safety Emery Wheel Co., Bridgeport, Conn.

33. Blacker & Shepherd Co., 350 Albany street, Boston, Mass.

34. Bigelow & Dowse Co., 229 Franklin street, Boston, Mass.

35. Boesch Lamp Co., 1135 Mission street, San Francisco, Cal.

36. E. W. Bliss Co., Plymouth and Adams streets, Brooklyn, N. Y.

37. Brooklyn Varnish Manufacturing Co., 35 Nostrand avenue, Brooklyn, N. Y.

38. Volney G. Bennett Lumber Co., 2d and Cherry streets, Camden, N. J.

39. Belmont Iron Works, 22d street and Washington avenue, Philadelphia, Pa.

40. James G. Biddle, 1114 Chestnut street, Philadelphia, Pa.

41. Bridgeport Brass Co., 353 Broadway, New York.

42. J. W. Bishop Co., 109 Foster street, Worcester, Mass.

43. Crew-Levick Co., 113 Arch street, Philadelphia, Pa.

44. Cape Ann Anchor Works, Gloucester, Mass.; informal, no guaranty.

45. George V. Cresson Co., Philadelphia, Pa.

46. Wm. Wirt Clark & Son, 546 Monument street, Baltimore, Md.

47. W. E. Clark & Co., 120 Milk street, Boston, Mass.

48. Chicago Rawhide Manufacturing Co., 139 Congress street, Boston, Mass.

49. Clinton Wire Cloth Co., 56 Sterling street, Clinton, Mass.

50. Carnegie Steel Co., Pittsburg, Pa.

51. Cobb & Drew, Plymouth, Mass.

52. Camden Iron Works, Camden, N. J.

53. Lewis J. Costa, Real Estate Trust Building, Philadelphia, Pa.

54. Philip Carey Manufacturing Co., Cincinnati, Ohio.

55. Chadwick Boston Lead Co., 162 Congress street, Boston, Mass.

56. Curtis & Co. Manufacturing Co., Wellston, Mo.

57. Carter, Rice & Co., Inc., 246 Devonshire street, Boston, Mass.

58. Crucible Steel Co. of America, Pittsburg, Pa.

59. Commercial Electrical Supply Co., St. Louis, Mo.

60. Crouse Tremain, Fostoria, Ohio.

61. Chicago Pneumatic Tool Co., 95 Liberty street, New York.

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

62. Cambria Steel Co., Arcade Building, Philadelphia, Pa.
63. James Clendenin, Thames and Caroline streets, Baltimore, Md.
64. Charles Cory & Sons, 278 Division street, New York.
65. Cheseborough Manufacturing Co., 17 State street, New York.
66. Case Manufacturing Co., Curtis avenue, Columbus, Ohio.
67. Continental Car and Equipment Co., 17 Battery Place, New York.
68. Crane Co., 165 Jackson street, Seattle, Wash.
69. R. P. Clarke Co., Washington, D. C.
70. H. M. Clymer, Lebanon, Pa.
71. A. S. Carmen, Vallejo Junction, Selby, Cal.
72. Joseph F. Curren, 56 Leonard street, New York.
73. Carpenter Steel Co., Reading, Pa.
74. George Cowen, 14 Wooster street, New York.
75. Coggins & Owens, 19 S. Charles street, Baltimore, Md.
76. Crocker-Wheeler Co., Ampere, N. J.
77. J. R. Donnelly Co., 54 Classon avenue, Brooklyn, N. Y.
78. G. R. Demartine, Vallejo, Cal.
79. O. A. Danzenbacker, Washington, D. C.
80. Joseph Dixon Crucible Co., 68 Reade street, New York.
81. Drew Machinery Agency, Manchester, N. H.
82. Driver-Harris Wire Co., Harrison, N. J.
83. Dunham, Carrigan & Hayden Co., San Francisco, Cal.
84. Henry Diston & Sons, Inc., box 1537, Philadelphia, Pa.
85. F. W. Devoe & C. T. Reynolds Co., 101 Fulton street, New York.
86. Darling & Slade, 56 N. Main street, Fall River, Mass.
87. Eastern Drug Co., 14 Fulton street, Boston, Mass.
88. J. Eavenson & Sons, Inc., Delaware avenue and Penn street, Camden, N. J.
89. G. Elias & Bro., 965 Elk street, Buffalo, N. Y.
90. Frederick W. Evers, 225 Fourth avenue, New York.
91. Electric Launch Co., Avenue A and North street, Bayonne, N. J.
92. Ellis-Chalmers Co., Dedham, Mass.
93. Charles Este Co., 20th street and Glenwood avenue, Philadelphia, Pa.
94. Fitz, Dana & Co., 110 North street, Boston, Mass.
95. Fiske Bros. Refining Co., 15 Old Slip, New York.
96. J. H. Fay & Egan Co., W. Front street, Cincinnati, Ohio.
97. M. Feigel & Bro., 147 Wooster street, New York.
98. Walter H. Foster Co., 114 Liberty street, New York.
99. Frye, Phipps & Co., 23 Pearl street, New York.
100. J. A. Fay & Egan Co., 120 Broadway, New York.
101. Farr Manufacturing Co., 115 Nassau street, New York.
102. Froment & Co., 151 Bank street, New York.
103. Franklin Electric Manufacturing Co., 83 Woodbine street, Hartford, Conn.
104. Franklin Chemical Works, Drexel Building, Philadelphia, Pa.
105. Gleason Works, Rochester, N. Y.
106. Garlock Packing Co., 136 Liberty street, New York.
107. Grote-Rankin Co., 1403 Second avenue, Seattle, Wash.
108. L. F. Grammes & Sons, 12 S. Hall street, Allentown, Pa.
109. Richard H. Grey, East Oakland, Cal.
110. Wm. Geiger, 97 Warren street, New York.
111. R. W. Geldart, 2 Stone street, New York.
112. General Electric Co., Schenectady, N. Y.
113. Garvin Machine Co., 130 Barracks street, New York.
114. General Engineering and Supply Co., Inc., Washington, D. C.
115. Gutta Percha and Rubber Manufacturing Co., 126 Duane street, New York.
116. W. D. Gill & Son, 701 President street, Baltimore, Md.
117. J. H. Hunnewell & Co., 148 Commercial street, Boston, Mass.
118. Handlan-Buck Manufacturing Co., 210 N. 3d street, St. Louis, Mo.
119. Hoitzer-Cabbott Electric Co., 14 Station street, Brookline, Mass.
120. A. Hamback Co., 305 First avenue, South Seattle, Wash.
121. Holbrook Bros., 80 Beekman street, New York.
122. Hartman Co., 1231 N. Front street, Philadelphia, Pa.
123. Horace E. Horton, 105th and Throop streets, Chicago, Ill.
124. U. T. Hungerford Brass and Copper Co., Pearl street, New York.
125. Halliday Machinery Co., 315 Second avenue, South Seattle, Wash.
126. C. G. Hussey & Co., 2850 Second avenue, Pittsburg, Pa.
127. R. Hoehn Co., 84 Evergreen avenue, Brooklyn, N. Y.
128. R. C. Hoffman & Co., Inc., Continental Building, Baltimore, Md.
129. Ingersoll-Rand Co., 11 Broadway, New York.
130. Independent Incandescent Lamp Co., St. Louis, Mo.
131. International Instrument Co., Cambridge, Mass.
132. Lewis H. Jones, Detroit, Mich.
133. Arthur Johnson & Co., 16 E. 2d street, New York.
134. Jones & Lambson Machine Co., Springfield, Vt.
135. Charles R. Johnson, Norfolk, Va.
136. Charles C. James, 22 Park place, New York.
137. George R. Johnson, American Building, Baltimore, Md.
138. H. W. Jones-Manville Co., 100 William street, New York.
139. Jenkins Bros., 71 John street, New York.
140. Jenkins Manufacturing Co., 13 Park Row, New York.
141. C. S. Knowles, 7 Arch street, Boston, Mass.
142. Keasbey & Mattison Co., 100 John street, New York.
143. T. P. Kelly & Co., 544 W. 22d street, New York.
144. E. F. Keating Co., 452 Water street, New York.
145. Kenfell & Esser Co., New York.
146. Kalt Lumber Co., 312 E. 64th street, New York.
147. J. B. Kendall, Washington, D. C.
148. Robert A. Keasbey Co., 100 N. Moore street, New York.
149. David Kahnweiler's Sons, 2 Dover street, New York.
150. Edw. Kessling, 111 Nassau street, New York.
151. Christopher Lipps Co., Baltimore, Md.
152. Lunkenheimer Co., Cincinnati, Ohio.
153. Lidgerwood Manufacturing Co., 96 Liberty street, New York.
154. John R. Livezey, 1936 Samson street, Philadelphia, Pa., informal.
155. C. M. Leach, U. S. navy-yard, Boston, Mass.
156. Link Belt Engineering Co., Philadelphia, Pa.
157. Lenher Engineering Co., 39 Cortlandt street, New York.
158. John P. Leise Sons, 328 E. 23d street, New York.
159. Leads & Northrup Co., Philadelphia, Pa.
160. John Lucas & Co., 4th and Race streets, Philadelphia, Pa.
161. Loeb Bros. Belting Co., 31 Ferry street, New York.
162. R. Levick Sons, 72 Chestnut street, Philadelphia, Pa.
163. Theo. Linnington, Jr., 56 Hudson street, New York.

Schedule of proposals for naval supplies—Continued.

164. Livingston Nail Co., 104 Reade street, New York.
165. J. H. Leonard & Co., 15 Park Row, New York.
166. M. A. McCormick, 4 Sherman street, New-
port, R. I.
167. Morse Bros., 52 Front street, Bath, Me.
168. Midvale Steel Co., Philadelphia, Pa.
169. A. Moses Sons & Co., 73 Wooster street,
New York.
170. Manning, Maxwell & Moore, 85 Liberty
street, New York.
171. John W. Masury & Son, New York.
172. Mackall Bros., Washington, D. C.
173. Charles E. Moore & Co., 3100 Washington
street, San Francisco, Cal.
174. Michigan Wire Cloth Co., 500 Howard street,
Detroit, Mich.
175. Marine Manufacturing and Supply Co., 157
South street, New York.
176. Stanley H. Miner, 11 Broadway, New York.
177. T. A. McMann's Sons, 56 Gold street, New
York.
178. R. H. Macy & Co., 34th street and Broad-
way, New York.
179. Monad Engineering Co., 147 Cedar street,
New York.
180. Motley, Green & Co., 66 Broad street, New
York.
181. Manhattan Supply Co., 127 Franklin street,
New York.
182. Montgomery & Co., 105 Fulton street, New
York.
183. Moller & Schumann Co., Brooklyn, N. Y.
184. J. A. F. Meyer, Charleston, S. C.
185. C. I. McColgan Co., 1522 Webster avenue,
San Francisco, Cal.
186. W. B. Moses & Sons, Washington, D. C.
187. Meurer Bros. Co., 575 Flushing avenue,
Brooklyn, N. Y.
188. Mechanical Rubber Co., Cleveland, Ohio.
189. John Miller & Co., Washington, D. C.
190. L. Mundet & Son, 367 Hamilton avenue,
Brooklyn, N. Y.
191. Merchant & Evans Co., 517 Arch street,
Philadelphia, Pa.
192. Monongahela Iron and Steel Co., Pittsburg,
Pa.
193. N. J. Asbestos Co., 52 Dey street, New
York.
194. New England Cotton Yarn Co., 141 Milk
street, Boston, Mass.
195. National Carbon Co., Cleveland, Ohio.
196. New Jersey Brush Co., 88 McWhorter street,
Newark, N. J.
197. Nicholson & Co., Rankin, Pa.
198. New York Boat Oar Co., 69 West street,
New York.
199. Northern Electric Manufacturing Co., 1410
Williamson street, Madison, Wis.
200. North Penn Iron Co., 3d and Venango
streets, Philadelphia, Pa.
201. New York Lubricating Oil Co., 116 Broad
street, New York.
202. New Jersey Foundry and Machine Co., 9
Murray street, New York.
203. National Electrical Supply Co., Washing-
ton, D. C.
204. Niles-Bement-Pond Co., 111 Broadway,
New York.
205. New York Belting and Packing Co., 91
Chambers street, New York.
206. Nassau Smelting and Refining Works, 600
W. 29th street, New York.
207. Oliver Machinery Co., 16 Mill street, Grand
Rapids, Mich.
208. John J. O'Rourke, 5 Worth street, New York.
209. S. Obermayer, Cincinnati, Ohio.
210. George A. Ohl & Co., Inc., Newark, N. J.
211. Joshua Oldham & Son, 130 26th street,
Brooklyn, N. Y.
212. Old Dominion Paper Co., Norfolk, Va.
213. Arthur O. Olson, 398 Greenwich street, New
York.
214. Ox Fibre Brush Co., 1 Hudson street, New
York.
215. Otis Elevator Co., 17 Battery place, New
York.
216. J. Edw. Ogden Co., 147 Cedar street, New
York.
217. Pacific Printers' Supply Co., Seattle, Wash.
218. S. M. Price Machinery Co., Norfolk, Va.
219. Pettinos Bros., Bethlehem, Pa.
220. Wm. Powell Co., 2225 Spring Grove avenue,
Cincinnati, Ohio.
221. Pittsburg Seamless Tube Co., Beaver Falls,
Pa.
222. Penn Metal Ceiling and Roofing Co., Bos-
ton, Mass.
223. Penn Bridge Co., Washington, D. C.
224. Pacific Hardware and Steel Co., San Fran-
cisco, Cal.
225. Pittsburg Plate Glass Co., 635 Fulton street,
Brooklyn, N. Y.
226. Peerless Rubber Manufacturing Co., 16
Warren street, New York.
227. Porter Co., 194 Water street, New York.
228. Pratt & Whitney Co., 1 Flower street, Hart-
ford, Conn.
229. Prentiss Tool and Supply Co., 115 Liberty
street, New York.
230. J. W. Paxson Co., 1021 W. Delaware avenue,
Philadelphia, Pa.
231. Quincy-Manchester-Sargent Co., Plainfield,
N. J.
232. Queen & Co., Inc., 807 Arch street, Philadel-
phia, Pa.
233. Revere Rubber Co., 59 Reade street, New
York.
234. Rome Brass and Copper Co., Rome, N. Y.
235. Riverside Mills, Augusta, Ga.
236. R. P. Rowe, 100 William street, New York.
237. Edwin Ross, 205 La Salle street, Chicago, Ill.
238. Republic Bag and Paper Co., 17 Battery
place, New York.
239. Rudolph & West Co., Washington, D. C.
240. C. J. Radnear & Co., 518 Arch street, Phila-
delphia, Pa.
241. P. H. & F. M. Roots Co., 120 Liberty street,
New York.
242. Wm. Q. Ryan, 374 Washington street, New
York.
243. Wm. C. Robinson's Sons Co., Baltimore,
Md.
244. Paul L. Reeves & Son, 1415 Catherine street,
Philadelphia, Pa.
245. John B. Roache, 350 Fulton street, New
York.
246. H. A. Rogers Co., 19 John street, New York.
247. Randolph-Clowes Co., Waterbury, Conn.
248. H. Rosenthal & Bro., 418 W. Broadway,
New York.
249. Snare & Triest Co., 143 Liberty street, New
York.
250. A. P. Swoyer, 17 N. 7th street, Philadel-
phia, Pa.
251. Sanson & Rowland, 511 N. Commerce
street, Philadelphia, Pa.
252. Osgood Sayen, Arcade Building, Philadel-
phia, Pa.
253. Thomas W. Smith, Washington, D. C.
254. Southeastern Lime and Cement Co.,
Charleston, S. C.
255. Henry Sondheimer, La Salle street, Chi-
cago, Ill.
256. Charles A. Schieren & Co., New York.
257. A. G. Spaulding & Bro., New York.
258. Simon & Elting, 194 Front street, New
York.
259. Smooth-On Manufacturing Co., Jersey
City, N. J.
260. Standard Oil Co. of New York, New York.
261. Wm. L. Sargent, Fitchburg, Mass.
262. James W. Sederquist, Boston, Mass.
263. St. Paul Foundry Co., St. Paul, Minn.
264. Gustave H. Schrock, 291 Pearl street, New
York.
265. Wm. Sellers & Co., 75 Hamilton street,
Philadelphia, Pa.
266. Shelby Steel Tube Co., Pittsburg, Pa.
267. Smith-Cortney Co., Richmond, Va.
268. Sherwin-Williams Co., 104 Canal street,
Cleveland, Ohio.

Schedule of proposals for naval supplies—Continued.

269. Standard Scale and Supply Co., 243 Water street, Pittsburg, Pa.
 270. B. F. Sturtevant Co., Hyde Park, Mass.
 271. Southard & Co., 11 Broadway, New York.
 272. Southern Printers' Supply Co., Washington, D. C.
 273. Standard Electrical Manufacturing Co., Brooklyn, N. Y.
 274. Charles E. Sholes Co., 164 Front street, New York.
 275. Stokes Bros. Co., Inc., 30th street, below Chestnut, Philadelphia, Pa.
 276. Studebaker Bros. Co., Broadway and 48th street, New York.
 277. Standard Underground Cable Co., Pittsburg, Pa.
 278. Swann & Finch Co., 151 Maiden lane, New York.
 279. Fred A. Schmidt, Washington.
 280. Siegel-Cooper Co., Sixth avenue, New York.
 281. Shoemaker & Busch, 511 Arch street, Philadelphia, Pa.
 282. Sherman-Brown-Clements Co., 78 Murray street, New York.
 283. Susquehanna Marine Works Co., Havre de Grace, Md.; informal, no guarantee.
 284. Standard Railway Equipment Co., St. Louis, Mo.
 285. Geo. H. Tay Co., 1732 Buchanan street, San Francisco, Cal.
 286. Chas. J. Tagliabue Manufacturing Co., 53 Fulton street, New York.
 287. Geo. C. Thomas, 26 Cortlandt street, New York.
 288. Edwin H. Taggart, 200 N. 3d street, Philadelphia, Pa.
 289. Taunton-New Bedford Copper Co., New Bedford, Mass.
 290. Walter B. Timms, 61 Hudson street, New York.
 291. Edward A. Temple, 100 William street, New York.
 292. Arthur H. Thomas Co., 12th and Walnut streets, Philadelphia, Pa.
 293. Philadelphia Thermometer Co., 54 N. 9th street, Philadelphia, Pa.
 294. Union Petroleum Co., 135 S. 2d street, Philadelphia, Pa.
 295. Union Iron Works Co., San Francisco, Cal.
 296. Universal Supply Co., 290 Broadway, New York.
 297. U. S. Gutta Percha Paint Co., Providence, R. I.
 298. U. S. Graphite Co., Holland avenue and Horace street, Saginaw, Mich.
 299. U. S. Steel Products Co., 2 State street, New York.
 300. Robert H. Van Schaack, Chicago, Ill.
 301. Vermilye & Power, 17 Battery place, New York.
 302. Vandyck-Churchill Co., 8 Dey street, New York.
 303. Woodward, Wight & Co., Ltd., 420 Canal street, New Orleans, La.
 304. Ernst Wiener Co., 66 Broad street, New York.
 305. F. P. Wilkinson, 1 Hudson street, New York.
 306. Wright Wire Co., Worcester, Mass.
 307. Francis T. Witte Hardware Co., 106 Chambers street, New York.
 308. American Woodworking Machinery Co., 136 Liberty street, New York.
 309. Westinghouse Electrical and Manufacturing Co., East Pittsburg, Pa.
 310. Western Electric Co., 463 West street, New York.
 311. R. A. & J. J. Williams, 22d and York streets, Philadelphia, Pa.
 312. Halsey Lumber Co., Charleston, S. C.

SCHEDULE 576.—*Yards and Docks.*

†Class 1. Puget Sound—A quantity of standard steel pipe—No bids.

*Accepted.

Class 2. Puget Sound—Miscellaneous hardware—Bidder 285, *\$180.65.

Class 3. Puget Sound—28 brass gate valves and one reducing valve—Bidder 173, *\$145.60.

Class 4. Puget Sound—Printer's supplies—Bidder 217, *\$52.98; 272, \$71.70; 296, \$63.47.

SCHEDULE 577.—*Ordnance.*

Class 11. Puget Sound—3 chipping hammers and 1 chipping, calking, and beading tool—Bidder 61, \$220; 129, *\$178.50 and \$140; 284, \$190.

Class 12. Puget Sound—Drills—Bidder 61, *\$165; 129, \$140 and \$155; 284, \$165.

Class 13. Puget Sound—4 hydraulic jacks—Bidder 46, \$455.30; 83, \$433.50; 109, \$660; 245, *\$339; 282, \$456.

Class 14. Puget Sound—11 expanding mandrels—Bidder 81, \$279; 109, \$212.60; 172, *\$146.80.

Class 15. Puget Sound—1 segregated chuck—Bidder 125, *\$71.25.

Class 16. Puget Sound—1 Oliver wood trimmer—Bidder 125, \$62.50; 207, *\$42.60.

SCHEDULE 578.—*Steam Engineering.*

Class 21. Mare Island—1,400 ft. wire—Bidder 112, \$114.50; 310, *\$113.67.

Class 22. Mare Island—Electrical supplies—Bidder 110, *\$32.80.

Class 23. Mare Island—300 lbs. bolts and nuts and 200 lbs. rivets—Bidder 83, *\$55.10; 109, \$99; 215, \$61.

Class 24. Mare Island—A quantity of mild steel—Bidder 83, \$1,644; 109, \$1,063.69; 147, *\$1,531.69.

Class 25. Mare Island—2,910 lbs. Muntz metal tubing—Bidder 20, *\$774.06; 109, \$873.

Class 26. Puget Sound—2,900 lbs. tubes for condenser ferrules—Bidder 20, *\$854.05.

SCHEDULE 579.—*Equipment.*

Class 31. California City Point, Cal.—For furnishing and erecting one covered steel standpipe—Bidder 52, \$11,000; 123, *\$9,000; 249, \$11,990; 295, \$16,047.65.

SCHEDULE 580.—*Yards and Docks.*

Class 41. New York—One steel highway bridge—Bidder 39, \$1,187 and \$1,388; 179, \$1,200; 180, *\$947 and \$1,162; 202, \$1,585 and \$1,952; 223, \$1,019; 249, \$1,290 and \$1,470; 263, \$1,520; 287, \$1,104 and \$1,412; 299, \$950.

SCHEDULE 581.—*Supplies and Accounts.*

Class 51. New York—20,000 lbs. raisins—Bidder 163, \$1,844; 181, \$1,794; 242, *\$1,722.

SCHEDULE 585.—*Yards and Docks and Steam Engineering.*

Class 61. Mare Island—2,000 side arch fire brick—Bidder 17, *\$280.

Class 62. Mare Island—300 sacks charcoal—Bidder 27, *\$207; 78, \$210.

Class 63. Puget Sound—Standard steel pipe—Bidder 68, \$366.90; 120, *\$362.73.

Class 64. Puget Sound—Elbows, tees, couplings, flange unions, bushings, plugs, nipples, unions, and other miscellaneous hardware—Bidder 68, \$194.27; 285, *\$187.82; 120, *\$271.37.

Class 65. Puget Sound—A quantity of valves—Bidder 68, *\$123.26; 173, \$218.90.

SCHEDULE 586.—*Construction and Repair.*

Class 71. Puget Sound—46 mattresses—Bidder 107, *\$161.

Class 72. Suction pump, force pump, rivet forge, etc.—Bidder 165, *\$53.75.

Class 73. Mare Island—48 oars—Bidder 198, *\$384.

† No award

Schedule of proposals for naval supplies—Continued.

Class 74. Puget Sound—30 tons foundry pig iron—Bidder 17, \$1,320; 21, \$905.70; 109, *\$897; 111, \$935.70; 147, \$1,050.

Class 75. Mare Island—269,870 lbs. mild steel plates—Bidder 50, \$7,664.31; 83, \$7,003.12; 109, \$8,635.84; 128, *\$6,422.90; 147, \$7,178.50.

Class 76. Mare Island—79,140 lbs. galvanized steel plates—Bidder 83, *\$3,335.75; 109, \$4,748.40; 262, \$3,545.47.

Class 77. Puget Sound—405,901 lbs. medium steel plates—Bidder 50, \$11,811.72; 83, \$11,081.09; 109, \$13,394.73; 128, *\$10,431.65; 147, \$10,675.20.

Class 78. Mare Island—13,440 lbs. steel for davits—Bidder 19, \$604.80; 58, *\$497.28; 109, \$658.56; 128, \$502.65; 147, \$591.36; 262, \$635.71.

Class 79. Mare Island—50,000 lbs. billet steel—Bidder 19, \$2,250; 50, *\$1,350; 58, \$1,395; 109, \$2,100; 262, \$1,475.

Class 80. Puget Sound—20,000 lbs. square billet steel—Bidder 19, \$900; 58, \$820; 109, \$980; 147, *\$710; 262, \$746.

Class 81. Mare Island—35,000 lbs. rivet steel—Bidder 19, \$1,006.25; 50, *\$931; 58, \$967.75; 83, \$1,002.75; 109, \$1,484; 262, \$1,029; 291, \$1,326.50.

Class 82. Mare Island—67,260 lbs. mild steel angles—Bidder 50, \$1,923.64; 109, \$2,090; 128, \$1,842.92; 262, *\$1,782.39.

Class 83. Puget Sound—Steel angles, bulb angles, and half ovals—Bidder 109, \$1,223.37; 262, *\$1,016.03.

Class 84. Mare Island—10,230 lbs. galvanized mild steel angles—Bidder 109, \$613.20; 262, *\$602.98.

Class 85. Puget Sound—5,148 lbs. small galvanized steel channels—Bidder 109, \$339.77; 262, *\$308.88.

SCHEDULE 593.—Equipment and Construction and Repair, all Mare Island delivery.

Class 91. About 35,000 incandescent electric lamps—Bidder 59, \$3,846.58; 103, \$3,849.15; 110, *\$3,721.55; 112, \$4,300.87; 130, \$3,842.60; 185, \$3,841.01; 203, \$3,842.61; 273, \$3,846.65; 310, \$3,843.41.

Class 92. Carbon brushes—Bidder 59 \$138.15; 60, \$192.64; 110, \$90.75; 195, *\$157.25; 203, \$175; 310, \$113.

Class 193. Portable ventilating sets—Bidder 119, *\$648.

Class 94. 250 thermostat springs—Bidder 110, *\$137.50; 191, \$295.

Class 95. 250 shades for disk lamps—Bidder 227, \$75; 310, *\$35.

Class 96. 90 bells and buzzers—Bidder 64, \$429; 119, *\$425; 203, \$448; 310, \$439.

Class 97. 20,000 ft. bell wire—Bidder 310, *\$218.

†Class 98. 40 lbs. Krupp resistance wire—No bids.

Class 99. Magnet wire and wire annunciator—Bidder 59, *\$74.15; 112, \$107.95; 203, \$124.75; 310, \$118.75.

Class 100. 1,400 ft. interior communication cable—Bidder 112, *\$969.50; 310, \$1,110.20.

Class 101. 4 silver anodes—Bidder 17, *\$496.

†Class 102. 4 navy standard voltmeters and ammeters—Bidder 53, \$212; 84, \$443.52; 203, \$305; 310, \$271.60.

Class 103. Electrical supplies—Bidder 110, *\$477.80; 195, informal, part class; 310, \$656.40.

Class 104. Electrical supplies—Bidder 110, \$189.40; 310, *\$168.50.

Class 105. Strip glass for searchlights—Bidder 77, \$204; 110, *\$192; 112, \$502.80; 310, \$354.60.

Class 106. 12 soldering irons—Bidder 83, \$71.40; 110, \$72; 203, \$66; 310, *\$61.83.

Class 107. Norton emery wheels—Bidder 46, \$15.84; 109, *\$38.40.

Class 108. Round-head brass screws, etc.—Bidder 245, *\$142.10.

Class 109. Hangers, running lights, shades, etc.—Bidder 35, \$478.53; 227, *\$440.40.

Class 110. 850 lbs. round brass rod—Bidder 20, \$164.48; 109, \$297.50; 224, *\$161.50.

Class 111. Hard rubber—Bidder 203, \$368.75; 310, *\$341.55.

†Class 112. Gum gasket—No bids.

*Accepted.

Class 113. Insulating paint—Bidder 46, \$67.50; 203, \$87.50; 268, *\$50; 310, \$65.

Class 114. 900,000 ft. Port Orford cedar—Bidder 71, \$5,390; 89, \$5,200; 93, *\$5,175.

Class 115. A quantity of Oregon pine—Bidder 71, *\$9,550; 89, \$9,875.

SCHEDULE 594.—Navigation.

Class 121. Newport—1 complete brick rifle gallery—Bidder 42, \$2,485; 86, *\$1,915; 155, \$2,853; 166, \$1,926.

SCHEDULE 595.—Yards and Docks.

Class 131. League Island—A quantity of electric cable—Bidder 277, *\$1,671.95.

SCHEDULE 596.—Equipment.

Class 141. New York—48 dark blue kerseys, 48 shoulder pads, 48 elbow pads, 12 nose guards, and 4 head harnesses—Bidder 133, *\$167.40.

Class 142. New York—1 electric generating set—Bidder 112, *\$685.

Class 143. New York—2 electric heaters and 2 smoothing irons—Bidder 203, *\$25.99; 310, \$26.80.

Class 145. New York—1,462 cork life jackets—Bidder 111, \$2,193; 149, \$2,046.80; 190, *\$2,017.56; 245, \$2,296.80.

Class 146. New York—2 ship's seines—Bidder 21, \$88.88; 111, *\$87.08; 170, \$95.90; 181, \$94.80; 245, \$88.80.

SCHEDULE 597.—Navigation.

Class 151. Annapolis—Resistance boxes, rheostats, carbons, cells, etc.—Bidder 159, \$719.15; 203, \$666.40; 232, *\$941.34; 290, \$1,790; 310, \$640.75.

Class 152. Annapolis—Galvanized-iron wire netting—Bidder 144, *\$695.40 and *\$362.30; 287, \$1,176.60.

Class 153. Annapolis—41 vacuum tubes—Bidder 40, *\$145.75; 232, \$190.62; 292, \$124.

Class 154. Annapolis—1 centrifuge, balances, spirit level, acceleration, etc.—Bidder 131, \$93, part; 232, \$410.25; 292, *\$310.60.

Class 155. Annapolis—Bohemian glass, laboratory supplies, etc.—Bidder 172, \$389.47; 181, \$454.85; 232, \$340.84; 292, *\$320.04.

Class 156. Annapolis—13,500 ft. cypress, poplar, white pine, etc.—Bidder 89, *\$897.50; 93, \$929.25; 116, \$1,103.08; 253, \$1,012.

Class 157. Annapolis—Drugs and chemicals—Bidder 172, \$118.46; 232, \$176.19; 281, \$110.22; 292, *\$110.04.

Class 158. Bidder 181, \$52.80; 245, \$52.80; 257, *\$28.80.

Class 159. Bidder 276, \$445 and *\$370.10.

SCHEDULE 598.—Ordnance.

Class 161. Washington—100 tons fire clay—Bidder 28, \$450; 46, \$590; 114, \$595; 189, \$635; 213, \$891; 230, *\$350; 219, \$360.

Class 162. Washington—100 tons crushed rock—Bidder 46, \$199.99; 230, *\$400.

Class 163. Washington—1 30-horsepower motor—Bidder 29, \$423.75; 112, *\$410; 120, \$362.72; 309, \$493.

Class 164. Washington—8 pulley drivers—Bidder 241, \$944; 270, *\$880.

Class 165. Washington—7,500 sight lamps—Bidder 203, *\$3,006.25; 310, \$3,121.87; 203, \$2,851.87.

Class 166. Washington—Tinned rivets, angle iron, etc.—Bidder 17, \$70.30; 182, \$82; 245, *\$46.11.

Class 167. Washington—Rotary for force pumps—Bidder 81, \$124.50 and \$112.00; 170, *\$109.90; 25, \$140.

Class 168. Washington—Steel shafting, shaft coupling, hangers, hose collars, etc.—Bidder 45, *\$337.25; 111, \$386.98; 114, \$346.93; 182, \$387.90; 265, \$378.79; 267, \$397.46.

†Class 169. Washington—2,618 lbs. galvanized sheet iron—No bids.

† No award.

Schedule of proposals for naval supplies—Continued.

Class 170. Washington—2,195 lbs. seamless copper tubing—Bidder 20, *\$528.71; 132, \$528.71; 191, \$534.60; 234, \$556.55; 247, \$551.05; 251, \$540.08.

Class 171. Washington—8 spiral coils—Bidder 17, \$135.92; 144, *\$120; 165, \$828.80; 287, \$157.04.

Class 172. Washington—1 steel tube—Bidder 19, \$22,521; 168, *\$22,521.

SCHEDULE 509.—Construction and Repair.

Class 181. New York—500 lbs. copper rivets—Bidder 63, \$147.50; 234, *\$125; 245, \$129.50; 251, \$135.

Class 182. New York—15,000 deck bolts and nuts—Bidder 111, *\$294; 147, \$300; 245, \$810.

Class 183. New York—8,500 lbs. deck bolts and nuts—Bidder 111, *\$457.30; 147, \$488.75; 245, \$663.

Class 84. New York—8,200 lbs. machine bolts and nuts—Bidder 111, *\$887; 282, \$1,058.38.

Class 185. New York—A quantity of copper burs, brass and nuts, copper rivets, etc.—Bidder 51, \$367.50, part; 124, *\$1,603.99; 245, \$2,357; 182, \$1,691.40.

Class 186. New York—Bolts, nuts, rivets, lag screws, etc.—Bidder 108, informal; 245, *\$300.

Class 187. New York—48 doz. corn brooms—Bidder 2, *\$127.20; 111, \$138.72; 181, \$165.12; 296, \$131.99; 305, \$131.52.

Class 188. New York—Brushes—Bidder 6, \$2,968.05; 248, *\$2,731.71.

Class 189. New York—50 doz. deck scrubbing brushes—Bidder 196, *\$105; 214, \$118.50.

Class 190. New York—50 doz. steel wire brushes—Bidder 21, \$98.50; 181, \$112.50; 182, \$96.50; 230, \$112.50; 245, *\$96; 305, \$114.50.

Class 191. New York—Molding sand—Bidder 46 \$500; 181, *\$236; 230, \$237.50.

Class 192. New York—175 sq. yds. desk cloth and 900 yds. Petersham binding—Bidder 11, *\$117.75; 69, \$348.75; 72, \$289.50; 178, \$869.50; 181, \$219.

Class 193. New York—300 lbs. goose feathers—Bidder 11, \$200; 60, *\$240; 90, \$372; 158, \$355.50; 178, \$330; 181, \$330.

Class 194. New York—10,000 lbs. oakum—Bidder 21, \$583.90; 46, *\$549.90; 111, \$568.50; 216, \$650; 296, \$512.

Class 195. Portsmouth—24-horsepower motors—Bidder 76, *\$121.50; 112, \$136; 119, \$180.

Class 196. Boston—1 induction motor—Bidder 112, *\$285; 300, \$285.

Class 197. New York—2,000 ft. electric conductor and 5,000 ft. flexible conductor—Bidder 112, \$2,080.60; 277, *\$1,903.12; 310, \$2,128.50.

Class 198. New York—Link fuses, cotton sleeving, filler boards, etc.—Bidder 110, *\$307.24; 310, \$213.65.

Class 199. New York—25 rivet forges—Bidder 25, \$180; 99, \$1,150; 118, *\$121.25; 147, \$168.75; 182, \$122.50; 251, \$187.50.

Class 200. New York—12 blacksmith forges—Bidder 25, \$432; 111, \$430.80; 170, \$537; 177, *\$414; 251, \$600.

Class 201. New York—22 hydraulic jacks—Bidder 170, *\$1,766.76; 182, \$852, part; 245, \$1,913; 246, \$1,784.00.

Class 202. New York—A quantity of saws of various descriptions—Bidder 84, \$443.52; 90, *\$345.84; 165, \$403.68; 170, \$433.30; 181, \$454.44; 182, \$394.22; 216, \$453.56.

Class 203. New York—Drives for lathes—Bidder 111, \$349; 156, *\$334.60; 228, no bids; 287, \$368.85.

Class 204. New York—60 rms. emery cloth and 10 rms. crocus cloth—Bidder 4, \$522; 118, \$543; 136, *\$511.56; 170, \$547; 178, \$755.50; 237, \$653.50; 281, \$691; 288, \$550.80; 296, \$611.12.

Class 205. New York—54 tap wrenches—Bidder 147, *\$106.20; 170, \$207; 228, \$120.60.

Class 206. New York—8 Horton patent improved combination lathe chucks—Bidder 118, \$518.40; 170, \$454; 182, *\$442.

Class 207. New York—P. & W. hollow mills—Bidder 228, *\$120.

Class 208. New York—Taps and dies—Bidder 118, *\$1,360; 170, \$1,464.34; 182, \$1,487.80.

Class 209. New York—Hinges, swivels, etc.—Bidder 111, \$1,663.08; 181, *\$1,653.12; 245, \$1,886.16.

Class 210. New York—62 doz. locks—Bidder 21, *\$313; 111, \$313; 245, \$335; 307, \$320.16.

Class 211. New York—160 gross wood screws—Bidder 99, \$179.30; 108, \$174.87; 251, *\$154.80; 282, \$166.36.

Class 212. New York—Iron wood screws—Bidder 99, \$1,407.15; 108, \$1,472.26; 251, *\$1,304.98; 282, \$1,402.49.

Class 213. Boston—4,000 lbs. galvanized steel wire—Bidder 63, *\$93; 181, \$108; 182, \$134; 191, \$111.

Class 214. Norfolk—1 overhead trolley track and hoist—Bidder 18, *\$298; 56, \$400; 147, \$389.85; 202, \$340; 245, \$357; 267, \$410.40; 287, \$367.

Class 215. New York—Gate hooks and eyes, etc.—Bidder 111, \$2,323.75; 181, \$2,753.20; 182, \$2,795.40; 245, *\$2,168.05.

Class 216. New York—Planes, pliers, punches, nippers, and tools—Bidder 99, *\$1,079.42; 108, informal; 170, \$1,357.17; 182, \$1,107.71.

Class 217. New York—Screw eyes, steel brads, jack chain, etc.—Bidder 99, \$246.86; 170, \$254.25; 181, \$242.12; 182, *\$229.76; 245, \$247.14; 251, \$234.18.

Class 218. New York—Tongs, vises, wrenches, etc.—Bidder 99, *\$856.94; 170, \$929.22; 182, \$919.30.

Class 219. New York—Hammers, hardies, hatchets, soldering coppers, etc.—Bidder 99, *\$338.59; 170, \$468.81; 182, \$457.28.

Class 220. New York—Straightedges, jack-screws, spoke staves, sledges, etc.—Bidder 99, *\$615.96; 170, \$1,649.92; 182, \$811.92.

Class 221. New York—Fire pots, fullers, hammers, etc.—Bidder 99, \$854.07; 170, \$854.33; 182, *\$853.70.

Class 222. New York—Barrel bolts, flush bolts, covered buttons, etc.—Bidder 99, \$343.08; 111, *\$217.71; 245, \$255.96.

Class 223. Boston—Bolts, rivets, buttons, plates, rolled bronze, sheathing copper, handles, etc.—Bidder 99, *\$216.55; 121, informal, part class; 245, \$291.31.

Class 224. League Island—55,000 ft. white cedar—Bidder 89, \$6,525; 93, \$4,290; 135, \$4,338.95; 275, *\$4,095.

Class 225. Washington—100,000 ft. white pine—Bidder 9, \$8,500; 89, \$7,900; 93, \$6,700; 116, *\$5,990; 137, \$7,140; 253, \$6,700; 275, \$7,000; 311, \$6,825.

Class 226. League Island—15,000 ft. white pine—Bidder 9, \$1,450; 33, \$1,100; 58, \$1,195; 89, \$1,200; 93, \$1,165; 116, \$1,236.75; 137, \$1,231.90; 146, *\$1,094; 275, \$1,147.50; 311, \$1,120.

Class 227. League Island—11,000 ft. yellow pine—Bidder 9, *\$505; 89, \$550.

Class 228. League Island—16,000 ft. white ash—Bidder 9, \$940; 89, \$1,034; 93, \$940; 146, \$1,160; 256, *\$912; 275, \$987.50.

Class 229. New York—Spruce poles, spruce sticks, etc.—Bidder 89, \$1,480; 116, \$1,397.50; 137, \$1,198.50; 167, \$3,770; 176, *\$1,070; 271, \$1,122.

Class 230. Portsmouth—Copper discs, cold-rolled copper, brass rod, brass tubing, etc.—Bidder 63, \$521.93; 124, *\$517.93.

Class 231. Boston—140,000 lbs. flat iron—Bidder 192, *\$5,572.

Class 232. Boston—8,000 lbs. channel iron—Bidder 17, \$300.20; 262, *\$168; 291, \$202.40.

Class 233. League Island—14,056 lbs. steel forgings—Bidder 19, \$386.25; 58, *\$360.28; 128, \$422.78; 147, \$414.36; 128, \$561.84.

Class 234. New York—343,879 lbs. medium steel plates—Bidder 50, \$7,496.56; 62, \$6,625.47; 128, *\$6,430.53; 147, \$6,671.25.

Class 235. Portsmouth—537,214 lbs. medium steel plates—Bidder 47, \$10,636.83; 50, \$11,711.27; 62, \$10,349.32; 94, \$12,763.66; 128, *\$10,099.62; 147, \$10,368.23; 262, \$9,589.26.

Class 236. Norfolk—10,870 lbs. medium steel plates—Bidder 50, \$264.14; 128, *\$226.09; 147, \$231.53.

Class 237. Norfolk—19,340 lbs. medium steel plates—Bidder 50, \$460.29; 62, \$402.27; 128, *\$392.60; 147, \$402.27.

Class 238. Norfolk—786,350 lbs. medium steel plates—Bidder 50, \$17,142.43; 58, \$23,040.06; 62,

*Accepted.

Schedule of proposals for naval supplies—Continued.

\$15,176.56; 128, *\$14,783.38; 147, \$15,176.55; 291, \$14,860.87.

Class 239. Boston—457,003 lbs. medium steel plates—Bidder 50, \$10,009.77; 62, \$8,774.46; 94, \$10,419.67; 128, *\$8,637.36; 147, units; 262, \$8,244.

Class 240. Boston—258,556 lbs. medium steel shapes—Bidder 50, \$5,843.37; 62, \$5,093.55; 128, *\$5,791.65.

Class 241. Boston—70,000 lbs. rivet rod steel—Bidder 47, \$1,568; 50, \$1,463; 58, \$1,498; 70, \$1,407; 73, \$2,975; 262, *\$1,386; 291, \$2,040.50.

Class 242. Norfolk—235,000 lbs. steel rivet rod—Bidder 47, \$5,875; 50, *\$4,944.50; 58, \$5,064.25; 73, \$9,987.50; 291, \$7,097.

Class 243. Norfolk—52,135 lbs. mild steel billets—Bidder 19, \$1,433.09; 47, \$2,346.07; 58, *\$1,382.62; 168, \$1,694.39; 262, \$1,459.78.

Class 244. New York—About 47,000 lbs. steel bars—Bidder 19, \$1,378.27; 58, *\$1,108.48; 128, \$1,343.20; 168, \$1,851.61; 262, \$1,181.76.

Class 245. New York—60,000 lbs. mild steel billets—Bidder 19, \$2,475; 47, \$3,600; 58, *\$1,930.50; 168, \$2,925; 262, \$2,115.

†Class 246. Norfolk—Bulb angles, round and tee bars—No bids.

Class 247. Norfolk—8,760 lbs. medium steel angles—Bidder 47, \$306.60; 50, *\$196.22.

Class 248. Norfolk—281,900 lbs. medium steel angles—Bidder 50, \$6,427.32; 62, *\$5,581.62; 128, \$5,863.52.

Class 249. Portsmouth—230,340 lbs. steel shapes—Bidder 50, \$5,182.65; 62, *\$4,706.44; 128, \$4,871.69.

Class 250. Portsmouth—5,100 lbs. galvanized steel angles—Bidder 47, \$306; 262, *\$244.80.

Class 251. New York—53,950 lbs. medium steel angles—Bidder 47, \$2,287.48; 262, *\$2,190.37.

Class 252. New York—A quantity of steel angles, bulb angles, channel angles, I beams, Z bars, etc.—Bidder 128, *\$7,354.34.

†Class 253. League Island—A quantity of angle steel, I beams, angles, bulbs, etc.—No bids.

Class 254. New York—69,000 lbs. corrugated sheet steel—Bidder 47, \$3,445.20; 181, \$3,197.70; 128, \$3,163.05; 147, \$3,108.60; 181, \$3,197.70; 187, \$3,415.50; 191, *\$3,088.80; 222, \$3,168.

Class 255. New York—About 12,000 lbs. tool steel—Bidder 19, \$765.99; 58, \$1,805.90; 73, \$930.01; 147, *\$750.61; 168, \$770.62.

Class 256. League Island—2,000 lbs. pig tin—Bidder 63, *\$779.40; 124, \$790; 206, \$814.

†Class 257. New York—33,000 lbs. sheet zinc—No bids.

Class 258. New York—12,500 ft. air hose—Bidder 22, \$8,750; 115, \$4,750; 162, *\$4,375; 188, \$5,000; 205, \$9,750; 226, \$6,250.

†Class 259. Boston—Gum gaskets, asbestos packing, etc.—No bids.

Class 260. New York—1,000 rubber ferrules—Bidder 162, \$105; 205, *\$100.

Class 261. New York—100 galls. fish oil—Bidder 95, \$29; 97, *\$28; 243, \$35; 281, \$34.50.

Class 262. New York—9,200 lbs. crude petroleum—Bidder 21, \$385.48; 95, \$308.94; 111, *\$261.28; 213, \$381.85.

Class 263. New York—150 galls. rubbing varnish—Bidder 14, \$282.50; 46, \$453; 85, \$401.25; 160, \$303; 171, *\$288.75; 268, \$375.

Class 264. New York—5,000 lbs. marine glue—Bidder 12, \$600; 46, \$560.50; 54, units; 175, *\$475; 258, \$625; 296, \$618.50.

Class 265. Boston—Coating, French yellow, and southern-pine pitch—Bidder 117, *\$23.88; 213, \$45.58; 281, \$33.

Class 266. New York—500 ft. pipe for stanchions—Bidder 122, *\$372.50; 144, \$440; 181, \$435.

Class 267. New York—100 bibb cocks—Bidder 122, \$114; 140, *\$101; 144, \$109; 181, \$105.

Class 268. New York—200 brass unions—Bidder 118, \$170; 122, \$195; 140, *\$168; 144, \$225; 152, \$244; 170, \$221; 181, \$180.

Class 269. New York—525 brass lights—Bidder 74, *\$513.75; 121, \$537.25; 213, \$616; 225, \$657; 227, \$637.75.

Class 270. New York—Spruce spoon oars—Bidder 198, *\$672.

SCHEDULE 600.—*Steam Engineering.*

Class 271. New York—Bolts and nuts—Bidder 282, *\$1,169.48.

Class 272. New York—Stud bolts—Bidder 124, *\$6,249.75; 202, \$3,764.65; 282, \$5,375.

†Class 273. New York—Stove bolts, stud bolts, etc.—No bids.

Class 274. New York—Boiler rivets and iron rivets—Bidder 245, *\$113.70.

†Class 275. Boston—Washers, nuts, etc.—No bids.

Class 276. New York—200 bu. foundry steel—Bidder 21, \$27.64; 143, \$37.50; 181, \$29.40; 182, *\$27.40; 209, \$40; 219, \$32; 230, \$50; 245, \$28.40; 305, \$38.

Class 277. New York—24 manila door mats—Bidder 11, \$21.60; 46, \$31.20; 111, *\$24; 178, \$27.60; 181, \$30; 182, \$33.60; 186, \$30; 305, \$21.36 and \$26.16.

†Class 278. Boston—16 awnings—No bids.

Class 279. Portsmouth—Twist drills—Bidder 34, \$122.70; 75, \$124.58; 99, *\$105.85; 108, \$124.63; 147, \$126; 165, \$126; 181, \$129; 182, \$110.55; 239, \$124.58; 301, \$126.70.

Class 280. New York—22 hydraulic jacks—Bidder 46, \$804; 170, \$781.00; 182, *\$730; 145, \$736.80; 246, \$741.34; 282, \$760.

Class 281. New York—Steel taps, dies, etc.—Bidder 34, \$888; 99, \$873; 108, \$843; 118, \$735; 170, *\$707.70; 181, \$841.20; 182, \$739.80; 251, \$816.

Class 282. Portsmouth—Standard bolt taps, pipe taps, jobbers' reamers, etc.—Bidder 21, \$66.15; 75, \$82.50; 99, \$65.66; 108, \$80.18; 111, *\$64.34; 181, \$69.36; 182, \$65.36; 216, \$78.70; 239, \$79.54; 240, \$70.32.

Class 283. Boston—1 valve reseating machine—Bidder 21, *\$250; 81, \$250; 99, \$325; 111, \$250; 118, \$250; 170, \$250; 181, \$250; 182, \$250; 218, \$250; 245, \$250.

Class 284. New York—2 valve reseating machines—Bidder 21, \$340; 81, \$265; 111, \$265; 118, \$265; 170, \$265; 181, *\$265; 182, \$340; 218, \$265; 245, \$265.

Class 285. New York—Expanding mandrels—Bidder 81, \$539.10; 99, *\$490.80; 170, \$528.90; 181, \$516; 182, \$515.40.

Class 286. New York—30 differential pulleys—Bidder 21, \$233; 46, \$246; 99, \$243; 111, \$249.50; 118, \$258; 147, \$260; 170, \$229.50; 181, \$255.75; 216, \$272.75; 245, \$250.70; 246, *\$221.25; 301, \$258.50.

Class 287. New York—50 doz. galvanized-iron buckets—Bidder 1, \$261; 46, \$262.50; 99, \$337.50; 143, \$325; 170, \$287; 181, \$222; 219, informal; 245, \$250; 251, \$240; 280, \$239.50; 296, \$235.50; 305, *\$214.50.

Class 288. New York—Stillson wrenches—Bidder 21, \$253.92; 99, \$257.16; 118, \$273.72; 178, informal; 181, \$272.40; 182, \$251.16; 216, \$266.83; 246, *\$249.63; 251, \$255.07; 301, \$252.72.

Class 289. New York—Screw wrenches—Bidder 99, *\$179.40; 118, \$188.64; 178, informal; 181, \$190.32; 182, \$238.68; 245, \$215.64.

Class 290. New York—Blacksmiths' anvils—Bidder 99, \$181.50; 147, \$241.80; 164, \$243.27; 170, \$198.90; 181, *\$152.40; 182, \$205.80; 216, \$252.45; 245, \$203.40; 246, \$237.15; 301, \$191.10.

Class 291. New York—Machinists' hammers, knocker hammers, etc.—Bidder 99, *\$357.60; 170, \$393; 181, \$410.21; 182, \$440.16; 245, \$362.28.

Class 292. New York—4 saw blades—Bidder 84, \$28.48; 108, \$26.72; 147, \$26; 165, *\$23; 211, \$25.60.

Class 293. New York—Heavy steel clamps—Bidder 118, \$151.20; 181, \$246.96; 182, \$240; 209, *\$82.80.

Class 294. New York—Brass wire, copper wire, spring wire, etc.—Bidder 63, \$502.87; 83, \$517.63; 124, *\$496.64.

Class 295. New York—800 lbs. phosphor bronze wire—Bidder 63, \$316.25; 111, \$182; 124, \$301.60; 170, \$310.35; 181, \$303.50; 191, \$301.77; 244, *\$279.85.

Class 296. New York—4 platform scales and 18 spring scales—Bidder 21, \$201.58; 170, \$204.50; 182, \$250.80; 269, *\$179.20.

Class 297. New York—Oil cans, oil measures, oil syringes, etc.—Bidder 99, \$904.20; 111, *\$793.56; 170, \$812.06; 181, \$902; 182, \$831.84; 227, \$1,088.80; 245, \$857.56; 251, \$1,051.38.

Class 298. Portsmouth—2,133 sq. ft. wire cloth—Bidder 46, \$447.97; 49, \$362.50, \$325.83, \$322.17,

*Accepted.

† No award.

Schedule of proposals for naval supplies—Continued.

\$262.50, \$225.83, and \$222.17; 174, *\$331.98; \$558.11; 245, \$323.71.

Class 299. Portsmouth—Frame steel guards—Bidder 49, \$267.50; 306, *\$229.90.

Class 300. Portsmouth—Molders, trowels, lifters, smoothers, transfers, calipers, brass cutter, pine, etc.—Bidder 181, \$104.60; 182, *\$77.35; 209, \$142.02.

Class 301. Boston—Oil cans, oil-feeder cans, calipers, etc.—Bidder 23, \$1,840.72; 49, informal, part of class; 99, *\$972.35; 170, \$1,075.95; 181, \$1,219.95; 182, \$1,145.92.

Class 302. New York—Chain, wire, oil cups, packing sticks, squares, handles, and chisels—Bidder 170, \$1,870.92; 181, \$2,757.63; 182, *\$1,715.66.

Class 303. Boston—Barometer, thermometers—Bidder 23, \$282; 127, \$56.17; 170, \$54; 178, \$64.75; 181, \$58.55; 232, \$83.50; 245, \$57.16; 279, \$60.56; 286, *\$49.70; 293, \$62.60.

Class 304. New York—Thermometers—Bidder 127, \$310.35; 150, \$291.25; 170, \$332.06; 178, \$386.30; 181, \$349.90; 232, \$460; 245, *\$237.23; 279, \$348.20; 286, \$305.25; 293, \$355.

Class 305. Boston—Draftsmen's material—Bidder 23, \$185.25; 145, \$108.77; 232, \$110.60; 279, *\$104.41.

Class 306. New York—3,000 lbs. paraffin candles—Bidder 181, \$450; 208, *\$352.50; 213, \$366.90; 228, \$390; 296, \$371.10.

Class 307. New York—600 lbs. lamp wicking and 300 lbs. asbestos wicking—Bidder 181, *\$198; 227, \$213; 305, informal.

Class 308. New York—450 ft. rope belting—Bidder 46, \$78.30; 48, \$135; 181, \$89.55; 255, *\$74.25.

Class 309. New York—Leather belting—Bidder 3, \$811.50; 75, \$692.25; 118, \$617; 161, *\$594; 170, \$633.09; 181, \$1,272; 254, \$700.95.

Class 310. New York—60 bundles belt lacings—Bidder 255, *\$37.50.

Class 311. New York—92 lbs. sole leather—Bidder 255, *\$33.12.

Class 312. League Island—4,313 ft. yellow-pine lumber and 9,600 ft. yellow-pine boards—Bidder 89, *\$652.52; 275, \$817.53.

Class 313. Bidder 50, \$654; 58, *\$708.50; 73, \$763; 262, \$1,744; 291, \$719.40.

Class 314. Boston—4,675 lbs. stays and bars—Bidder 50, \$105.66; 262, \$210.38; 291, *\$133.70.

Class 315. Boston—11,165 lbs. steel plates—Bidder 50, \$271.31; 147, *\$238.93; 262, \$318.20.

Class 316. League Island—Steel plates, floor plates, tee bars, etc.—Bidder 147, *\$343.73; 262, \$537.60; 291, \$393.38.

Class 317. New York—Sheet iron, structural steel, etc.—Bidder 102, *\$44.22; 291, \$70.67.

Class 318. New York—Phosphor bronze—Bidder 63, \$246.48; 124, \$275.71; 191, *\$243.20.

† Class 319. New York—50,000 lbs. zinc for boilers—No bids.

Class 320. New York—500 ft. rubber hose—Bidder 111, *\$481; 115, \$490; 205, \$512.50; 233, \$600.

Class 321. New York—800 ft. rubber hose, 1½ in.—Bidder 22, \$516; 111, *\$400; 115, \$488; 205, \$528; 233, \$640.

Class 322. New York—180 ft. suction hose—Bidder 22, \$718.20; 111, \$635.40; 115, \$612; 205, *\$579.60; 233, \$720.

Class 323. Boston—100 ft. hose for cleaning boilers—Bidder 111, \$96.20; 115, \$98; 205, \$102.50; 252, *\$86.

Class 324. Boston—Rubber hose—Bidder 22, \$67; 111, *\$62; 115, \$65; 205, \$75; 252, \$64.

Class 325. Boston—9 ft. suction hose—Bidder 22, \$35.91; 115, \$30.60; 205, \$33.75; 252, *\$28.80.

Class 326. New York—2,500 lbs. asbestos plastic covering—Bidder 8, \$31.25; 46, \$37.50; 54, *\$37.50; 138, \$31.25; 142, \$31.25; 148, *\$31.25; 193, \$50.

Class 327. New York—1,600 sq. ft. hair felt—Bidder 46, \$56.80; 69, \$56.80; 138, \$53.25; 178, \$82; 206, *\$53.20; 301, \$55.

Class 328. New York—670 lbs. flax packing—Bidder 111, *\$95.30; 138, \$102.60; 181, \$125.40.

Class 329. New York—Tuck's packing—Bidder 22, \$1,440; 115, *\$1,132.80; 138, \$1,344; 233, \$1,536.

Class 330. Newport—92 sq. yds. packing—Bidder 138, \$405.50; 144, \$456; 193, *\$359.10.

Class 331. New York—Gland packing—Bidder 106, \$2,646; 193, *\$1,160; 233, \$1,200.

Class 332. New York—Sheet packing—Bidder 138, \$469; 193, *\$402.

Class 333. New York—800 gals. boiled linseed oil—Bidder 95, \$440; 236, *\$360; 268, \$392.

Class 334. New York—500 gals. cylinder oil—Bidder 43, \$140 and \$171.25; 95, \$140; 201, \$140; 243, \$160; 278, \$275; 294, *\$135 and \$165.

Class 335. New York—30,000 gals. lubricating oil—Bidder 43, \$8,505; 95, *\$8,299.20; 201, \$13,500; 278, \$15,000; 294, \$9,450.

Class 336. New York—1,000 lbs. polishing paste—Bidder 13, *\$58; 181, \$104; 213, \$79; 268, \$66; 281, \$64.80.

Class 337. New York—500 lbs. lubricating graphite—Bidder 80, \$65; 97, \$68.70; 118, \$67.50; 143, *\$47.50; 209, \$55; 213, \$64.75; 219, \$62.50; 281, \$69.37; 298, \$47.50.

Class 338. New York—1,000 lbs. carbonate of potash—Bidder 97, *\$59.80; 143, \$108; 213, \$64; 274, \$80; 281, \$77.

Class 339. New York—2,500 lbs. sodium carbonate—Bidder 97, \$93.50; 104, *\$66.25; 213, \$90; 274, \$150; 281, \$71.

Class 340. New York—1,600 lbs. drilling compound—Bidder 95, *\$101.60; 101, \$144.

Class 341. New York—300 lbs. lubricating grease—Bidder 21, \$29.94; 46, \$30; 80, \$54; 95, \$29.25; 97, \$32.94; 178, \$22.50; 181, \$45; 201, *\$27; 213, \$35.70; 294, \$27.

Class 342. New York—40 qts. bronze powder and liquid—Bidder 97, *\$14.70; 213, \$21.60; 240, \$46.20; 281, \$50.

Class 343. New York—150 gals. japan drier—Bidder 14, *\$105; 29, \$171; 37, \$117; 160, \$142.50; 171, \$135; 183, \$126; 268, \$141.75.

Class 344. New York—2,000 gals. turpentine—Bidder 21, \$1,439.80; 95, \$1,363.75; 160, \$455; 213, \$1,430; 260, *\$1,344.20; 274, \$1,540.

Class 345. New York—500 gals. asphaltum varnish—Bidder 14, *\$285; 29, \$475; 37, \$350; 46, \$500; 160, \$750; 171, \$415; 183, \$362.50; 268, \$475.

Class 346. New York—500 gals. Damar varnish—Bidder 14, *\$600; 29, \$915; 37, \$750; 160, \$815; 171, \$645; 183, \$675; 268, \$750.

Class 347. New York—500 gals. interior varnish—Bidder 14, \$600; 29, \$1,275; 37, \$650; 46, \$1,250; 85, \$640; 171, \$795; 183, *\$765; 268, \$690.

Class 348. New York—600 lbs. iron or steel cement—Bidder 46, \$127; 170, \$138; 181, \$149.40; 230, *\$60; 240, \$135; 397, \$75.

Class 349. New York—500 gals. gasoline—Bidder 260, *\$130.

Class 350. New York—2,000 lbs. petrolatum—Bidder 46, \$104; 65, \$160; 87, *\$80; 95, \$115; 97, \$99.60; 213, \$138.60; 281, \$104.80; 294, \$120.

Class 351. New York—2,000 lbs. animal charcoal—Bidder 46, \$120; 209, \$120; 213, \$90; 245, \$79; 281, *\$69.60.

Class 352. New York—Litmus paper, etc.—Bidder 213, \$65; 281, *\$54.

Class 353. New York—Borax, chloride of calcium, nitrate of silver, beeswax, lamp black, etc.—Bidder 97, \$228.75; 213, \$218.30; 281, *\$150.05.

Class 354. New York—165 lbs. seamless drawn-copper tubing—Bidder 20, *\$39.18; 41, \$40.01; 191, \$39.60; 234, \$41.25; 247, \$40.42.

Class 355. Boston—7,000 lbs. seamless drawn-brass pipe—Bidder 5, *\$1,481.20; 20, \$1,540; 41, \$1,522.50; 124, \$1,505; 234, \$1,558.90; 247, \$1,550.50.

Class 356. New York—1,350 ft. brass and copper pipe—Bidder 20, \$182.26; 41, \$186.35; 191, \$184.35; 234, \$192.75; 247, \$188.35.

Class 357. New York—Galvanized-iron return bends, bushings, etc.—Bidder 122, \$56.20; 144, \$58; 181, *\$54.

Class 358. Boston—275 seamless cold-drawn boiler tubes—Bidder 221, \$1,003.75; 266, *\$962.50.

Class 359. Boston—Hose cocks, etc.—Bidder 23, \$148; 245, *\$59.70.

Class 360. Portsmouth—Hexagonal brass bushings, brass elbows, etc.—Bidder 23, \$304.63; 122, \$225; 140, \$281.75; 144, \$203.75; 181, *\$142.50.

*Accepted.

† No award

Schedule of proposals for naval supplies—Continued.

Class 361. Portsmouth—Galvanized malleable-iron tees and elbows—Bidder 23, \$134.65; 122, \$78.90; 144, \$310.00; 181, *\$73.99.

Class 362. New York—Brass return bends, bushings, caps, elbows, plugs, tees, etc.—Bidder 23, \$7,995.25; 122, \$5,208.25; 140, *\$3,881.50; 144, \$3,979.50; 181, \$3,899.13; 122, \$5,208.25.

Class 363. New York—Brass valves—Bidder 122, \$13,922.50; 139, \$13,763.50; 144, \$13,766.50; 152, \$15,800.50; 181, \$14,818.50; 170, \$16,800; 220, *\$12,337.

Class 364. New York—100 gate valves—Bidder 122, \$950; 144, \$1,050; 152, \$1,280; 181, \$1,205; 282, *\$997.50.

Class 365. New York—Stationery supplies—Bidder 69, *\$238.20.

Class 366. New York—500 lbs. sponges—Bidder 87, \$400; 169, \$370; 245, \$590; 281, *\$367.50; 300, \$1,755.

SCHEDULE 601.—Supplies and Accounts.

Class 371. Portsmouth—1,750 lbs. bolts and nuts—Bidder 99, \$132.50; 147, \$51; 245, \$47.80; 282, *\$28.47.

Class 372. Boston—Copper burrs, copper boat rivets, etc.—Bidder 63, *\$43.50; 99, \$49; 124, \$69; 245, \$74.55.

Class 373. Boston—Eye bolts, carriage bolts, etc.—Bidder 99, *\$78.25; 108, informal, part class; 245, \$90.80.

Class 374. Boston—10 doz. sweeping brushes—Bidder 6, *\$142.50; 99, \$210; 305, \$168.90.

Class 375. Boston—6 doz. steel wire brooms—Bidder 23, \$54; 99, \$60; 170, \$29.64; 181, \$28.20; 245, *\$26.70; 305, \$29.94.

Class 376. Portsmouth—36 cocoa mats—Bidder 23, \$36; 46, \$46.80; 111, *\$36; 181, \$44.64; 182, \$53.28; 186, \$45; 305, \$33.84 and \$41.04.

Class 377. Portsmouth—24 rubber mats—Bidder 23, \$96; 115, \$78; 162, \$52.77; 181, \$48.72; 186, *\$43.20.

Class 378. Boston—75 galvanized-iron buckets—Bidder 1, \$391.50; 34, \$442.50; 46, \$438.75; 99, \$506.25; 143, \$487.50; 170, \$430.50; 181, \$363; 245, \$406.50; 251, \$360; 280, \$359.25; 291, \$397.50; 296, \$353.25; 305, *\$325.50.

Class 379. Boston—15 doz. shovels—Bidder 34, \$74.25; 99, *\$93.75; 170, \$111.75; 181, \$103.50; 182, \$112.50.

Class 380. Boston—Chain blocks—Bidder 21, \$371.81; 34, \$438; 46, \$446.94; 99, *\$373.80; 111, \$398.40; 118, \$410.85; 147, \$423; 170, \$392.07; 181, \$399.18; 182, \$429.90; 216, \$449.94; 245, \$427.71; 301, \$411.27.

Class 381. Boston—6 drilling machines—Bidder 34, *\$29.70; 99, \$37.80; 170, \$65.40; 182, \$51.

Class 382. Boston—Hinges—Bidder 34, *\$159.60; 99, \$180; 111, \$219.90; 181, \$196.88; 245, \$243.84.

Class 383. Boston—Hardware—Bidder 34, \$456.10; 99, *\$425.44; 170, \$571.29; 182, \$535.78.

Class 384. Boston—Bolts, brads, iron wire, jack chain, etc.—Bidder 99, *\$170.29; 182, \$298.57.

Class 385. Boston—Miter boxes, chisels, reamers, hammers, etc.—Bidder 34, *\$729.61; 99, \$731.84; 170, \$608.50; 182, \$819.50.

Class 386. Boston—300 lbs. lamp wick—Bidder 99, \$78; 181, *\$67.20 and \$116.80.

Class 387. Boston—7 doz. lamp feeders—Bidder 99, *\$103.75; 170, \$108.00; 227, \$108.93; 245, \$109.38; 251, \$116.

Class 388. Boston—5,000 lbs. pig tin—Bidder 63, *\$1,947; 94, \$1,975; 124, \$1,997.50; 206, \$2,035; 236, \$2,250.

Class 389. Boston—6,000 lbs. sheet lead—Bidder 55, *\$460.80; 63, \$471; 94, \$504; 236, \$460.80.

Class 390. Boston—Sheet brass, brass rods etc.—Bidder 20, \$651.25; 124, *\$651.25.

Class 391. Boston—400 lbs. sheathing copper—Bidder 41, \$92; 58, \$92; 63, \$92; 99, \$92; 124, *\$92; 126, *\$90; 389, \$92.

Class 392. Portsmouth—2,000 lbs. galvanized sheet steel—Bidder 63, \$71.50; 94, \$76.25; 102, \$73; 118, \$70.50; 147, *\$69.50; 181, \$70.80; 191, \$72.

Class 393. Boston—630 ft. suction hose—Bidder 22, \$2,513.70; 115, \$2,142; 205, *\$2,028.60.

Class 394. Boston—4,000 ft. upper deck fire hose—Bidder 22, \$3,040; 115, *\$3,040; 188, \$3,280.

Class 395. Boston—Tuck's packing—Bidder 22, \$393.75; 115, *\$309.75; 170, \$388.50.

Class 396. Boston—500 galls. cylinder oil—Bidder 43, \$162.50; 95, \$140; 201, *\$131; 298, \$275; 294, \$163.

Class 397. Boston—15,000 galls. lubricating oil—Bidder 43, *\$4,327.50; 95, \$4,725; 201, \$6,750; 278, \$7,500; 294, \$4,725.

Class 398. Boston—50,000 galls. castor oil—Bidder 87, *\$48.50; 97, \$61; 213, \$64.50; 281, \$59.75.

Class 399. Boston—4,000 galls. turpentine—Bidder 95, \$2,807.50; 260, *\$2,757.20; 274, \$3,200.

Class 400. Boston—1,500 lbs. lubricating grease—Bidder 23, \$225; 95, \$148.50; 201, *\$135; 294, \$135; 298, \$75.

Class 401. Boston—500 galls. paint and varnish remover—Bidder 92, \$90; 160, \$49.50; 268, *\$42.50.

Class 402. Boston—Gold leaf—Bidder 97, \$31.30; 108, \$32; 160, *\$25.15; 213, \$45.70; 281, \$31.80.

Class 403. Boston—Plaster of Paris, paste, drier, etc.—Bidder 160, *\$73.25; 281, \$76.48.

Class 404. Boston—30,000 lbs. white zinc in oil—Bidder 160, \$2,235; 171, *\$2,205.

Class 405. Boston—Seamless copper pipe and brass pipe—Bidder 20, *\$535.02; 41, \$547.90; 191, \$542.82; 247, \$553.02.

Class 406. Boston—24 strainers—Bidder 99, \$180; 122, \$168; 140, \$117.60; 170, \$124.64; 181, \$201.60; 182, \$196.80; 245, \$208.32.

Class 407. Boston—Return bends and bushings—Bidder 23, \$58.56; 122, \$36.26; 144, \$77.28; 181, *\$33.84.

Class 408. Portsmouth—Cast-iron and rough brass bushings, etc.—Bidder 23, \$221.80; 122, \$120.47; 140, \$112.32; 181, *\$108.45.

Class 409. Portsmouth—Brass angle valves—Bidder 23, \$231.66; 122, \$178.60; 144, *\$163.50; 152, \$253.80; 181, \$164.37; 240, \$164.46.

Class 410. Portsmouth—7½ doz. brass gate valves—Bidder 23, *\$228; 144, \$289.20; 282, \$268.14.

Class 411. Boston—Brass check valves—Bidder 23, \$142.74; 122, \$98.94; 144, \$95.10; 152, \$122.10; 181, \$95.22.

Class 412. Boston—Stationery—Bidder 09, \$205.14; 108, informal, part of class; 212, \$215.01.

Class 413. Portsmouth—1,500 pkgs. toilet paper—Bidder 57, *\$112.50; 69, \$135; 178, \$93.75; 181, \$150; 212, \$118.50; 238, \$117; 251, \$116.25; 296, \$116.55.

Class 414. Boston—20,000 cakes laundry soap—Bidder 16, \$750; 88, \$640; 151, \$760; 181, \$694; 212, *\$600; 296, \$639.

Class 415. Boston—50,000 lbs. cotton waste—Bidder 23, \$7,000; 26, \$3,975; 195, \$3,875; 235, *\$3,675.

SCHEDULE 602.—Construction and Repair.

Class 421. New York—2 gasoline launches—Bidder 91, \$3,650; 180, *\$3,210.

SCHEDULE 603.—Construction and Repair.

Class 431. New York—1 bolt-threading and tapping machine—Bidder 81, \$1,438; 98, \$1,270; 170, *\$1,275 and \$1,400.

Class 432. New York—1 double-wheel buffing machine—Bidder 32, \$235 and \$200; 170, \$315; 181, \$370; 199, \$275; 204, *\$232 and \$190.

Class 433. New York—1 centering machine—Bidder 228, *\$410.

Class 434. New York—1 electric traveling crane—Bidder 66, \$2,825 and \$3,075; 179, \$2,775 and \$3,010; 200, \$2,302.24; 204, \$2,675 and \$2,900; 200, *\$2,098.97.

Class 435. New York—1 electric traveling crane—Bidder 66, \$2,575 and \$2,800; 179, \$3,725 and \$3,950; 200, *\$3,509 and \$3,728; 204, \$4,600 and \$4,825.

Class 436. New York—1 jib crane—Bidder 18, \$300; 66, \$300; 179, \$357, \$369.50, and \$362; 200, *\$223.74; 204, \$400; 231, \$416.

* Accepted.

Schedule of proposals for naval supplies—Continued.

Class 437. New York—1 jib crane—Bidder 18, \$256; 66, \$275; 179, \$318, \$330.50, and \$323; 200, *\$215.74; 204, \$490; 231, \$380.

Class 438. New York—3 overhead cranes—Bidder 18, \$1,012; 66, \$1,320; 179, *\$2,728; 200, \$3,539.05; 202, \$4,180; 204, \$5,350.

Class 439. New York—1 sprue cutter for foundry use—Bidder 36, *\$575 and \$500; 170, \$615.

Class 440. Portsmouth—1 gang dovetailing machine—Bidder 8, \$933; 207, *\$876.

Class 441. New York—1 radial drilling machine—Bidder 170, \$1,550, and \$1,500; 204, \$1,324 and *\$1,374; 229, \$1,624.

†Class 442. New York—1 radial drilling machine and countersinking machine—No bids.

Class 443. New York—3 vertical drilling machines—Bidder 170, *\$750; 204, \$1,047 and \$807; 229, \$525.

Class 444. New York—1 electrical elevator—Bidder 215, *\$2,935 and \$3,285.

Class 445. New York—2 triplex chain hoisting blocks—Bidder 18, \$196; 21, *\$139.98; 66, \$160; 202, \$204; 301, \$86.

Class 446. New York—1 double-cylinder single-friction drum hoisting engine—Bidder 153, \$873; 157, *\$783; 262, \$950; 287, \$902; 301, \$665.

Class 447. New York—1 power slip-roll former—Bidder 81, \$785; 210, *\$700.

Class 448. New York—2 wet emery grinders—Bidder 32, \$620 and \$570; 170, \$750; 204, *\$636 and \$548.

Class 449. New York—1 universal tool grinder—Bidder 98, *\$800.

Class 450. New York—1 grindstone—Bidder 96, \$340 and \$325; 170, \$250 and \$280; 204, \$287.50 and \$270.50; 207, \$231 and *\$261.

Class 451. New York—1 pneumatic hammer—Bidder 170, \$1,550; 204, *\$1,393.

†Class 452. New York—1 key seating machine—No bids.

Class 453. New York—1 engine lathe—Bidder 170, \$1,100; 204, *\$1,248.

Class 454. New York—1 electrically driven combination face and gap lathe—Bidder 170, \$1,900; 207, \$1,742 and *\$1,810; 229, \$1,050.

Class 455. New York—2 single-end wood lathes—Bidder 96, \$620 and *\$525; 170, \$600 and \$660; 207, \$571 and \$626.

Class 456. New York—1 flat turret lathe—Bidder 134, *\$1,500 and \$1,425.

Class 457. New York—1 tool-room lathe—Bidder 170, \$965; 204, *\$997.

Class 458. Boston—1 special milling machine—Bidder 261, *\$850.

Class 459. New York—1 plain milling machine—Bidder 30, \$2,402 and \$2,335; 31, *\$1,982; 170, \$1,280; 204, \$2,046 and \$2,196.

Class 460. League Island—1 molding machine—Bidder 81, *\$235 and \$336; 96, \$320; 308, \$335.

Class 461. League Island—1 carving and molding machine—Bidder 81, *\$267; 96, \$335; 170, \$275.

Class 462. New York—1 core oven—Bidder 81, *\$159; 209, \$175.

Class 463. League Island—1 jointing and hand planing machine—Bidder 81, \$119 and *\$138.40; 96, \$185; 207, \$193; 308, \$150.

Class 464. New York—1 hand planer and jointer—Bidder 96, \$720 and *\$680; 170, \$935 and \$900; 207, \$846 and \$900.

Class 465. New York—1 self-acting planing machine—Bidder 170, \$1,400 and \$1,475; 204, *\$1,346 and \$1,171; 265, \$1,355 and \$1,325.

Class 466. New York—1 automatic bevel-gear planer—Bidder 105, *\$1,920 and \$1,880.

†Class 467. New York—1 automatic plug machine—No bids.

Class 468. New York—2 hand-operated arbor presses—Bidder 15, \$96.30; 229, *\$96.50.

Class 469. New York—1 power press—Bidder 170, \$425; 210, *\$400.

Class 470. New York—1 punching and matching machine—Bidder 170, *\$425.

Class 471. New York—1 automatic power cut-off sawing machine—Bidder 96, *\$1,465 and *\$1,065; 207, \$1,128 and \$1,198.

†Class 472. New York—1 power hack saw—No bids.

Class 473. New York—1 band sawing machine—Bidder 96, \$700 and *\$510; 170, \$800 and \$850; 207, \$730 and \$780.

Class 474. New York—1 cold saw cutting-off machine—Bidder 231, *\$1,380, \$1,330, \$2,086.50, and \$1,981.50; 302, \$1,890 and \$1,817.

Class 475. New York—1 automatic band-saw filing machine—Bidder 81, \$63; 207, *\$62.50.

Class 476. New York—1 tilting table saw bench—Bidder 96, \$550 and *\$490; 170, \$745 and \$800; 207, \$735 and \$790; 308, \$398.

Class 477. New York—1 automatic saw sharpener—Bidder 207, \$175 and *\$195.

†Class 478. New York—1 portable platform scale—No bids.

Class 479. New York—2 shapers—Bidder 170, \$1,220; 204, *\$1,150.

Class 480. New York—1 shaper—Bidder 170, \$885 and \$840; 204, *\$983; 229, \$985.

Class 481. New York—1 power shears—Bidder 36, \$2,150 and \$2,000; 81, \$1,320; 210, *\$1,290.

Class 482. New York—4 wood trimmers—Bidder 170, \$286; 207, *\$258; 229, \$211.

†Class 483. New York—1 rotary tubing machine—No bids.

Class 484. New York—1 screw-cutting engine lathe—Bidder 170, \$760; 204, *\$681.

Class 485. New York—2 screw-cutting engine lathes—Bidder 170, \$1,200; 204, *\$976.

Class 486. New York—1 screw-cutting engine lathe—Bidder 204, *\$613.

Class 487. New York—1 screw-cutting engine lathe—Bidder 170, *\$575; 204, \$648.

Class 488. New York—1 vertical drilling and boring machine—Bidder 170, \$675; 204, *\$329; 229, \$410.

SCHEDULE 604.—Steam Engineering.

Class 491. Boston—1 semiuniversal radial drilling machine—Bidder 204, *\$730; 229, \$824.

†Class 492. Boston—1 electrically driven sensitive drill—No bids.

†Class 493. Portsmouth—1 upright drill—Bidder 204, \$484; 229, \$588 and \$529.

Class 494. Portsmouth—1 motor-driven emery grinder—Bidder 32, *\$303.80; 199, \$510; 204, \$348.

†Class 495. Boston—1 electrically driven wet emery tool grinder—No bids.

Class 496. Boston—1 electrically driven sliding bed gap lathe—Bidder 204, \$2,328; 229, *\$1,793.

Class 497. Boston—1 electrically driven engine lathe—Bidder 170, \$1,375; 204, *\$1,551 and \$1,394; 229, \$1,841 and \$1,784.

Class 498. Portsmouth—1 pattern-maker's speed lathe—Bidder 101, \$405; 207, *\$325.

Class 499. Portsmouth—1 metal-cutting band saw—Bidder 170, *\$425.

Class 500. Boston—1 electrically driven crank shaper—Bidder 170, \$885; 204, *\$1,038.

Class 501. Portsmouth—1 pillar shaper—Bidder 170, \$750; 204, *\$823; 229, \$963.

Class 502. Portsmouth—1 hydraulic shaft straightener—Bidder 170, *\$225.40.

Class 503. Portsmouth—1 universal miller—Bidder 30, \$995; 31, \$957; 113, \$747.50; 229, \$1,025.

Class 504. Portsmouth—1 motor-driven centrifugal sand-mixing machine—Bidder 265, *\$465 and \$740.

Class 505. Portsmouth—1 motor-driven power sprue or gate cutter—Bidder 229, *\$510.

SCHEDULE 605.—Yards and Docks.

Class 511. Pensacola—2 anchors—Bidder 17, *\$164; 202, \$176; 245, \$192.

Class 512. Pensacola—40 fathoms anchor chain—Bidder 21, \$91.12; 147, *\$88.50; 192, \$151.20; 197, \$149.40; 202, \$89.40; 245, \$1,067.40.

Class 513. Charleston—Portland cement—Bidder 10, \$253.20; 254, *\$212.40.

Class 514. Charleston—A quantity of sand—Bidder 184, \$65; 254, *\$61.75.

*Accepted

†No award.

Schedule of proposals for naval supplies—Continued.

Class 515. Charleston—A quantity of crushed granite—Bidder 254, *\$272.

Class 516. Charleston—Railroad track bolts—Bidder 17, \$36.74; 245, *\$26.73.

Class 517. Charleston—Cross ties, sleepers, etc.—Bidder 9, \$254; 24, \$322.10; 89, \$339.93; 312, *\$246.50.

Class 518. Charleston—7,000 ft. yellow pine—Bidder 89, *\$385.

†Class 519. Charleston—Splice bars, rails, etc.—Bidder 17, \$730.98.

Class 520. Charleston—Vitrified terra-cotta sewer pipe and fittings—Bidder 46, \$285.06; 254, *\$238.

†Class 521. Charleston—Soil-pipe fittings—No bids.

Class 522. Charleston—8 wooden dump cars—Bidder 67, \$1,638; 301, *\$1,514; 304, \$1,516.

Class 523. Charleston—2 wooden flat cars—Bidder 301, *\$1,127.50; 304, \$1,128.

†Class 524. Charleston—1 plain wooden box car—No bids.

*Accepted.

SCHEDULE 606.—*Steam Engineering.*

Class 521. Pensacola—Fire clay, cement, and fire brick—Bidder 17, \$114.80; 46, \$104.15; 200, *\$97.50.

Class 532. Pensacola—150 bu. charcoal—Bidder 245, *\$79.50.

Class 533. Pensacola—Miscellaneous hardware—Bidder 245, *\$163.59; 305, \$131.83.

Class 534. Pensacola—White pine, yellow pine, and black walnut—Bidder 89, *\$405; 93, \$472.

Class 535. Pensacola—A quantity of steel—Bidder 17, \$439.35; 63, \$300.76; 147, \$298.30; 291, \$480.90.

Class 536. Pensacola—25 sq. yds. sheet packing—Bidder 70, *\$82.50; 138, \$90.70; 183, \$82.50.

Class 537. Pensacola—200 lbs. elastic cement and 100 lbs. cement compound—Bidder 46, *\$74.70; 259, \$75.

Class 538. Pensacola—8,000 lbs. seamless condenser tube and 1,500 screw packing glands—Bidder 124, *\$2,395.

†No award.

SUMMARY OF CONTRACTS ENTERED INTO BY THE PAYMASTER-GENERAL, U. S. NAVY, CHIEF OF THE BUREAU OF SUPPLIES AND ACCOUNTS, FOR MATERIAL AND SERVICES COVERED BY PROPOSALS HEREINBEFORE REPORTED.

Value of material purchased, after newspaper advertisement and formal contract, as provided by section 3709, Revised Statutes, showing number of classes of material advertised, awards, number of separate proposals received (not including subbids), number of contracts entered into, and total value thereof, for the fiscal year ending June 30, 1906.

[This statement does not include contracts entered into by various purchasing pay officers.]

FISCAL YEAR ENDING JUNE 30, 1906.

Month.	Number of classes advertised.	Number of awards made.	Number of proposals received.	Number of contracts entered into.	Total value of contracts.
1905.					
July.....	338	304	537	222	\$915,378.50
August.....	521	480	747	327	557,139.05
September.....	520	491	737	322	805,114.09
October.....	681	651	855	404	748,110.67
November.....	872	822	819	432	1,034,707.39
December.....	422	409	624	268	314,629.99
1906.					
January.....	434	407	714	285	596,411.64
February.....	534	514	804	334	783,856.69
March.....	551	521	727	321	478,940.01
April.....	644	595	846	392	794,327.42
May.....	874	762	873	410	2,552,313.05
June.....	1,129	1,060	1,002	433	1,365,914.67
Total.....	7,520	7,025	9,285	4,150	10,948,843.26

REPORT OF THE SURGEON-GENERAL UNITED STATES NAVY.

DEPARTMENT OF THE NAVY,
BUREAU OF MEDICINE AND SURGERY,
Washington, D. C., October 1, 1906.

SIR: In obedience to instructions contained in the Department's letter of August 8, 1906, I have the honor to submit a report of the operations of this Bureau for the fiscal year ending June 30, 1906, together with a set of annual estimates for the fiscal year 1908-9. The report shows the condition of the naval-hospital fund and contains information and recommendations concerning the Medical Corps, the Hospital Corps, the Hospital Corps Training School, the naval hospitals, hospital ships, surgical operations at naval hospitals, international medical service, naval training stations, recruiting, barrack buildings at receiving stations for recruits, naval stations at Midway, Hawaii, Guam, and Tutuila, and Olongapo, P. I., recommendations as to a sanitarium for tuberculous cases, dentists, and women nurses for the Navy; report on buildings completed and under construction and recommendations for new buildings; report on pensions and the Naval Medical School; surgical notes, and a statistical report of the health of the Navy and Marine Corps for the calendar year 1905.

Under instructions contained in the Department's orders of May 3, 1906, I left Washington, D. C., May 17 and sailed from San Francisco May 25 via Honolulu, Yokohama, Shanghai, and Hongkong, for Cavite, P. I., for the purpose of inspecting the hospital facilities and sanitary conditions prevailing at stations belonging to or under the control of the United States in the Orient. While in California I inspected the naval hospital and naval medical supply depot at Mare Island and the naval training station at San Francisco.

Recommendations based upon conclusions formed from observations of the naval stations at Mare Island and San Francisco and from inspections of the United States naval station, Hawaii, the United States naval hospital, Yokohama, Japan, the United States naval station, Cavite, P. I., the United States naval hospital, Canacao, P. I., and the United States naval station, Olongapo, P. I., are embodied elsewhere in the parts of this report which treat of these places.

While in Japan visits were made to the British naval hospital at Yokohama and to the Japanese charity and Red Cross hospitals and the naval medical school of the Imperial Japanese medical department at Tokyo. Inspection was made of the medical departments of the *Ohio*, *Galveston*, and *Chattanooga* at Kobe and of the *Cincinnati* and *Elcano* at Shanghai, and the medical equipment of these vessels, except in certain minor details, was found to be satisfactory.

At Manila the following institutions were visited: Bilibid prison, San Lazaro Hospital, civil hospital, government laboratories, St. Paul Hospital, and First Reserve Hospital, United States Army. The administration of Bilibid prison is most praiseworthy and the training of its 4,000 prisoners in industrial pursuits is evidently a work of great importance to the islands. The government laboratories, which comprize in one building departments of biology, chemistry, entomology, botany, etc., are admirable in their completeness and in the high character of the work done.

Sailing from Honkong, China, July 11, Genoa was reached August 11. En route to Southampton opportunity was taken to visit the Pasteur Institute and the Hôtel-Dieu in Paris. In England the naval medical school at Haslar was studied with special interest, in view of the fact that the old hospital of this school is in process of conversion into a modern fire-proof hospital along the lines proposed for the reconstruction of the United States naval hospital at Norfolk, Va. Leaving Southampton August 22, I arrived at New York August 28 and at Washington, D. C., the same day. It is hoped that the valuable information gained through study of the methods of navies of foreign countries and of the hospital service and sanitary conditons of the United States naval stations beyond seas may result in many desirable changes and improvements in the medical establishment of the Navy.

ESTIMATES.

With the progressive increase in the personnel and the number of ships, the addition of new naval stations, and the enlargement of those already established the demands upon the medical department of the Navy will be correspondingly augmented. The estimates submitted for 1908 make provision for expenses equivalent to those of the present and include such increase over the estimates for the preceding year as is required to meet the growth of the service. The increase in the appropriations "Medical Department" and "Contingent," respectively, is necessary to provide for the expenses incident to the enlistment of 3,000 additional men, estimated for by the Bureau of Navigation. The increase under the appropriation "Repairs" is needed for the proper preservation of naval hospitals dependent upon this appropriation for repairs to hospital buildings and appendages, including roads, wharves, sidewalks, outhouses, fences, gardens, farms, and cemeteries. There will be 17 naval hospitals requiring provision for repairs during the fiscal year 1908. The inadequacy of various naval hospitals at important stations to accommodate the sick of the service at its present authorized strength, the necessity for remodeling and renovating antiquated and insanitary buildings, and the desirability of preparing for increased demands upon the medical establishment under war conditions compel the submission of estimates under public works for the construction, extension, and renewal of hospital buildings and appendages at the naval hospital, Norfolk, Va.; the naval hospital, Pensacola, Fla.; the naval hospital, Puget Sound, Washington; the naval hospital, naval training station, Great Lakes; the naval hospital, Washington, D. C.; the naval hospital, Canacao, P. I., and the naval medical supply depot, Cavite, P. I.

NAVAL HOSPITAL FUND.

The condition of this fund is as follows:

Balance on hand July 1, 1905.....	\$480, 514. 51
Transferred to credit since July 1, 1905	623, 818. 40
Total	1, 104, 332. 91
Expended since July 1, 1905	372, 176. 79
Balance on hand June 30, 1906	732, 156. 12

MEDICAL OFFICERS, UNITED STATES NAVY.

January 1, 1906, the Medical Corps of the Navy consisted of 15 medical directors, 15 medical inspectors, 87 surgeons, 2 of which are additional in the grade; 50 passed assistant surgeons, 75 assistant surgeons, and 16 acting assistant surgeons appointed for temporary service under the act of Congress approved May 4, 1898. There were consequently 242 medical officers of the regular service and 16 with temporary appointments available for the care of nearly 43,000 officers and men of the Navy and Marine Corps and for all purposes of the Medical Department ashore and afloat. On account of the increasing number of ships in commission, the demands of hospitals and shore stations at home and abroad, and the requirements of the recruiting service the need for the employment of every medical officer has been continuous. The number of qualified candidates for commission as assistant surgeon has fallen far short of the demand. At the beginning of the calendar year there were 55 vacancies in the Medical Corps, 30 remaining from 1904, and 25 allowed by the act of Congress of 1903 as an annual increase for each year until 1908. During the fiscal year now ended there were no retirements for age, 2 resignations, 6 retirements for disability, 2 deaths, and 28 appointments as assistant surgeons. Candidates for appointment appeared for examination by the two medical boards, one at Washington, D. C., and the other at Mare Island, Cal., which were in constant session. Of the total of 53 applicants examined 13 were found physically and 10 professionally disqualified, and 26 physically and professionally qualified for appointment as assistant surgeons, and 4 withdrew. With the great increase in the scope of medical knowledge in recent years there has been a corresponding advance in the standard of medical education. The leading medical colleges have lengthened their curriculum from three to four years. It is considered desirable for applicants for appointment as assistant surgeon to pass at least a year in hospital after graduation. A candidate for admission to the Medical Corps must therefore have devoted from four to five years, at a personal cost of from five to six thousand dollars, to acquiring the necessary professional qualifications. Although the best interests of the service demand a relatively high standard of professional requirements, the examinations for appointment are not of unusual difficulty and are similar in character to those for graduation in the best medical schools. It has been impossible, however, to obtain for the Navy a sufficient number of men with preliminary education who have had ability, time, and money to acquire the necessary medical training. This fact is strikingly shown by the number of vacancies in the Medical Corps. There were 44 vacancies at the end of the fiscal year.

Early in the spring of 1906 a medical officer was sent to the leading medical colleges of the East to make addresses for the purpose of giving information as to the nature and advantages of the medical service of the Navy and to attract candidates for the Medical Corps.

The Bureau regrets that the efforts thus made to fill the vacancies in the Medical Corps have not met with the desired success. It is evident that qualified young men of the medical profession do not regard the naval service with special favor as a life career. There are several conditions which tend to make the Navy less attractive to them than other branches of the public service. Some of these are the time spent at sea, inability to retire after thirty years' service, and slow promotion. Sea service is undoubtedly the principal factor which determines the preference of would-be applicants against the Medical Corps of the Navy. That the Navy exists for sea service is undeniable. The full truth of the fact is well appreciated, however, by medical students and weighs heavily with them to the disadvantage of the naval medical service. In 1903, when Congress passed the law increasing the number of surgeons to 85 and giving all in the grade of surgeon the rank of lieutenant-commander, 34 entered the Navy as assistant surgeons. Since then, as the effect of the law upon promotion was found to be only temporary, the number decreased to 24 in 1904 and to 20 in 1905.

Promotion, except to the lower grade of passed assistant surgeon in the Medical Corps, is now practically at a standstill. There will be only 63 retirements for age, an average of 3 a year for twenty-two years, until 1928. The average age of the senior 6 surgeons is 53 years and their average length of service is twenty-nine years. The situation offers evidently little opportunity of promotion. There are two ways by which this stagnation may be relieved, first, by allowing voluntary retirement after thirty years' service, and, second, by increasing the upper grades of the Medical Corps. The former is granted by law to the Army and the Marine Corps and there is no just reason why it should be withheld from the Navy. Officers of the Medical Corps, after reaching the rank of lieutenant-commander, are not promoted with officers of the line of corresponding rank. For example, a surgeon whose date of precedence is June, 1873, will not be promoted to medical inspector until 1909, while his corresponding number in the line was promoted to commander in July, 1905. Surgeons thus lose seniority for from three to four years. This is cited to emphasize the fact that promotion in the Medical Corps, after the first promotion following commission, depends upon retirements and casualties in the upper grades, and that without increase in these grades, and voluntary retirement after thirty years' service, the present stagnation in promotion will continue. Of all the corps of the Navy the Medical Corps alone has been unable to secure a sufficient number of qualified men. The difficulty of obtaining qualified doctors for the service was experienced also by the British navy, and an attempt was made to overcome it by special legislation regarding the Medical Corps, one provision of which was voluntary retirement after stated periods of service.

The urgent necessity for relief from stagnation in promotion in the line of the United States Navy was met by the personnel bill of 1898, which provided for voluntary retirement in the grades of captain, commander, and lieutenant-commander in order to create an average number of vacancies above each of the grades of commander, lieutenant-

commander, lieutenant, and lieutenant (junior grade), and for retirement by selection from the grades of captain, commander, lieutenant-commander, and lieutenant in case voluntary retirements and casualties should not be sufficient to cause the required average number of vacancies. This bill, however, made no provision for retirement in the Medical Corps prior to the age fixed by law of 62 years. An increase in the three lower grades of the Medical Corps was authorized by Congress in 1903, but no change was made in the grades of medical inspector and medical director. Increasing the number allowed in the lower grades will not relieve the situation without some provision to insure a reasonable flow of promotion to the upper grades of the corps.

While no increase in the total number of commissioned officers of the Medical Corps authorized by law is contemplated, the Bureau is convinced that a reapportionment of the numbers in the three upper grades now existing and the creation of a grade higher than medical director, to consist of three officers, is necessary.

The number of surgeons should be increased to 100, the number of medical inspectors to 25, and the number of medical directors to 20. There has been no increase in the grades of medical inspector and medical director since these grades were created, in 1870. The number in the grade of medical director was then fixed in proportion to the number of captains in the line. The actual strength of the Navy and Marine Corps has increased from 16,000 to nearly 43,000, but the number of medical inspectors and medical directors remains the same in 1906 as in 1885. When the Medical Corps reaches its authorized strength in 1908 the number allowed in these grades will be reduced to 4 per cent of the corps. For comparison, it is noted that the percentage of line officers in the grades of commander and captain now authorized by law is for the former 11 and for the latter 7.

The number of surgeons should be increased 15, making 100 surgeons in all, to provide a sufficient number to meet the constantly increasing demands for officers of this grade. January 31, 1906, there were 35 surgeons on seagoing ships and 8 on foreign stations that count as sea duty, making a total of 43. This left 44 surgeons for other than sea duty. Of these, 39 were at shore stations, 3 were on sick leave, 1 was returning from sea, and 1 was waiting orders. It thus appears that all the medical officers of the Navy in the grade of surgeon, with the exception of 5, were on duty either on ships or at shore stations requiring officers of that grade. There were 16 surgeons to be relieved from duty on seagoing ships and foreign stations, and at least 10 ships requiring surgeons to be put in commission, making a total of 26 required for sea duty in 1906. Of the 26 necessary to relieve those whose sea service was to expire and for ships to be commissioned during the year not one would have been on shore duty for two years. With the present number of surgeons the shore duty of officers in this grade is being gradually shortened, proper leave of absence after a full cruise at sea is not practicable, sea duty with its privations is increased, and, therefore, features which have always been prominent causes of the unpopularity of the naval medical service as a career for graduates in medicine are intensified. It can readily be seen that, even with the proposed increase of 5 surgeons each year for three years, the margin of those available for duty will be very small in view of emergencies, of the 5 per cent of ineffectives which must be allowed for illness,

and of additions to the fleet and to the personnel. In this connection it may be remarked that there are 7 shore stations requiring surgeons, which are now filled by retired officers whose services will not be available in 1912.

As the Navy has enlarged, posts of duty calling for officers of rank and long experience in the service have increased. With the present number of medical inspectors it has not been practicable, making no allowance for illness, to assign officers of this grade to divisions of the fleet under flag officers and at the same time to fill the vacancies for them at appropriate shore stations at home and abroad. It has been necessary, in consequence, to designate surgeons for assignments that properly belong to medical inspectors. Additional medical directors are required to give a just proportion of officers in this grade, and to provide for proper assignments to important naval hospitals, to examining and retiring boards, and to special duty. The proposed increase in the three upper grades of the Medical Corps, together with voluntary retirement after thirty years' service, will, in a measure, relieve the present stagnation in promotion, and will not only make it possible to reach the grades of medical inspector and medical director at a reasonable date before retirement for age, but will serve to render the naval medical service more attractive as a career to the desired class of graduates in medicine.

ACTING ASSISTANT SURGEONS.

In February, 1906, in continuance of the policy of using the list of acting assistant surgeons as a source of supply for the regular service, and under the pressing need for medical officers, the Bureau decided, with the approval of the Department, to offer additional inducements to applicants for appointment as acting assistant surgeon and to aid those holding such appointments to obtain commissions as assistant surgeon. The plan adopted is as follows: Boards have been organized at the naval hospital, Chelsea, Mass., the naval hospital, New York, N. Y., the naval hospital, Philadelphia, Pa., the Naval Medical School, Washington, D. C., and the naval hospital, Mare Island, Cal., for the examination of applicants for the position of acting assistant surgeon. Candidates must be between the ages of 21 and 28 years. Successful candidates, after appointment as vacancies occur each year in the number of acting assistant surgeons allowed by law, will be ordered to temporary duty until October 1, and then sent to the Naval Medical School, Washington, D. C., for a course of instruction lasting six months. Upon the completion of this course, or prior thereto if prepared for examination, they will be examined, and if found qualified may receive permanent appointments as assistant surgeons; if found not qualified their appointments will be revoked. During the fiscal year, prior to the adoption of the foregoing plan, 2 acting assistant surgeons were found qualified by examination and commissioned as assistant surgeons, 6 were reappointed, 3 were not reappointed, 2 declined reappointment, and 2 resigned. Subsequent to its adoption 3 were appointed. Since the close of the fiscal year 5 have been appointed. October 1, 1906, there are 10 vacancies in the grade. It is earnestly hoped that a sufficient number of acting assistant surgeons may be speedily secured to fill all these vacancies and others to occur, as the whole number allowed by law are required to meet the demands of the service.

INCREASE IN THE WARRANT GRADE OF THE HOSPITAL CORPS.

A hospital corps of not less than a thousand men is now needed. To enlist and retain such a corps of the desired quality it is believed that greater inducements for continued service must be offered. Unless a good prospect of ultimate promotion with consequent increase in pay be held out as a reward for long and faithful service, the pecuniary advantages and comforts of civil life will continue to outweigh in the minds of ambitious hospital stewards contemplating reenlistment the attractions of the naval service, handicapped as it is with the privations and inconveniences of sea duty. The recommendation of the Bureau to increase the warrant grade of the Hospital Corps from 25, now allowed by law, to 50 was approved by the Department and included in the provisions of Senate bill No. 2206 of the Fifty-ninth Congress, first session. The bill, however, failed to receive consideration. The increase in the warrant grade of the Hospital Corps proposed by this bill would encourage the most desirable hospital stewards to reenlist, and the authorization of the grade of chief pharmacist would give pharmacists the opportunity, now enjoyed by boatswains, gunners, carpenters, and warrant machinists, of promotion to the lowest commissioned grade. The Bureau is of the opinion that a Hospital Corps as nearly permanent in organization as can be obtained is needed for the proper care of the sick and injured of the Navy, and that the proposed increase in the warrant grade will favor the accomplishment of this desirable end, and therefore again recommends that the number of pharmacists be increased to 50; that the grade of chief pharmacist be authorized, and that all laws now existent or hereafter to be enacted relating to warrant officers of the Navy be made applicable to them.

BOOK OF INSTRUCTION FOR THE MEDICAL CORPS.

The publication and issue to the service in May last of the book of Instructions for Medical Officers of the United States Navy is regarded as a noteworthy event. The need for such a book of instructions has been fully appreciated for many years, the last previous edition of such a book being dated 1886.

The duties of medical officers, particularly of those inexperienced in service matters, can not fail to be more efficiently performed under the guidance of these instructions, based upon methods approved by the Department. In prescribing more exact and detailed information in matters relating to sanitary inspections and reports, physical examinations in recruiting for the service, records forming the basis of settlement of claims for pensions, requisitions for supplies, hospital administration, etc., this book will prove of great practical value to the service, and it is a source of satisfaction to the Bureau to realize that its efforts to secure the publication of this important manual have been successful and that the book is in the hands of every medical officer. The uniformity of procedure in the discharge of medical duties therein prescribed will secure more accurate records, more intelligent apprehension of service requirements, and more satisfactory results in the performance of the special duties devolving upon the Medical Department in its supervision of the sanitary interests of the service.

JOINT BOARD OF MEDICAL OFFICERS OF THE ARMY AND NAVY OF THE UNITED STATES.

By direction of the President a joint board of medical officers of the Army and Navy was convened at Washington, D. C., in January, 1906, to consider improvement in first-aid dressings and uniformity of equipment for the medical departments of the two services. The members of this board were, for the Navy, Medical Director J. C. Wise, Surg. C. F. Stokes, Surg. W. C. Braisted, and Surg. J. D. Gatewood, who, on February 12, relieved Surg. C. F. Stokes as member; and for the Army, Capt. Charles Lynch, General Staff, U. S. Army, and Capt. Carl R. Darnell, Asst. Surg., U. S. Army.

The subjects considered by the board included: First-aid packets, shell-wound dressings, transportation of the wounded, equipment of the Hospital Corps, (a) orderly pouch, (b) Hospital Corps pouch, general equipment, medicines, diagnosis tags, brassards, and hospital ships.

A report dated February 19, 1906, to the Secretary of War, embodied the conclusions and recommendations of the board, which, if directed to be put in practical operation, will prove beneficial in the administration of the medical departments of both services and materially improve their equipment for war conditions. Interchangeability of articles of equipment in the medical departments of the Army and Navy, contemplated in the order authorizing the board, will be particularly useful and valuable in the event of joint military operations.

The recommendations of the joint board were approved by the Surgeon-General of the Army and by the Secretary of War and published in general orders for the information and guidance of the Army.

The recommendations of the joint board were approved also by this Bureau, but not having received approval as yet in their entirety by the Department, have not been published to the Navy.

MEDICAL ASSOCIATIONS.

The Medical Department of the Navy was represented at meetings of medical associations as follows:

American Public Health Association, Boston, Mass., September 25-29, 1905, by Medical Directors D. Dickinson and H. Wells, U. S. Navy; International Congress on Tuberculosis, Paris, France, October 2-7, 1905, by Medical Inspector H. G. Beyer, U. S. Navy; Second General International Sanitary Convention of the American Republics, Washington, D. C., October 9-14, 1905, by J. D. Gatewood, surgeon, U. S. Navy; American Society of Sanitary and Moral Prophylaxis, New York, February 8, 1906, by G. E. H. Harmon, medical director, U. S. Navy; Fifteenth International Congress of Medicine, Lisbon, Portugal, April 19-25, 1906, by J. C. Wise, medical director, U. S. Navy; sixth annual meeting of the American Association of Pathologists and Bacteriologists, Baltimore, Md., May 18-19, 1906, by A. W. Balch, passed assistant surgeon, U. S. Navy; American Medical Association, Boston, Mass., June 4-8, 1906, by P. A. Lovering, medical inspector, U. S. Navy, and W. B. Grove, surgeon, U. S. Navy.

The Bureau notes with satisfaction that at the last session of the American Medical Association, held in Boston, June 5 to 8, 1906, the house of delegates adopted an amendment to the constitution by which

naval medical officers become ex officio members of the association and entitled to all the rights and privileges of such membership, except that they do not receive the Journal of the American Medical Association unless they personally subscribe for it. An amendment also provides that the appointments of delegates from the United States Navy shall be for one year.

MEDICAL AID TO SAN FRANCISCO, CAL.

Medical officers and members of the Hospital Corps of the Navy attached to the naval training station, San Francisco, the naval station, Mare Island, and the ships of the Pacific Squadron, rendered efficient aid in caring for the sick and injured sufferers from the earthquake and conflagration, which, in April last, devastated the city of San Francisco. Surgical and medical supplies from the United States naval medical supply depot, Mare Island, the training station, San Francisco, and the naval vessels were used to meet the urgent necessities of the unfortunates. Grave cases in both sexes were admitted to the naval hospital, Mare Island, and to the sick quarters of the training station, San Francisco—about 38 to the former and 25 to the latter—and cared for as patients until their discharge was practicable.

INTERNATIONAL MEDICAL SERVICE.

When the Chinese officials designated by the Empress of China to study foreign methods in Europe and America were about to leave Peking, September 24, 1905, a bomb was exploded in the dining car at the railway station. Foreign medical aid was immediately summoned. Among those who responded was the surgeon of the American guard, who promptly arrived with ambulance, stretcher, stretcher bearers, and dressings. One commissioner and two children were sent to the French civil hospital, and the remaining five cases were taken to the hospital of the American legation guard, where medical and surgical treatment was given them. Three died and two recovered.

Twenty-eight of the crew of H. I. R. M. steamer *Lena* were received and treated at the naval hospital, Mare Island, Cal. One was returned to duty and all the others were sent back to Russia on the recommendation of a board of medical survey.

Fifty-eight patients were transferred to the Canacao Hospital, Cavite, P. I., from the Russian cruisers *Aurora*, *Oleg*, and *Jemchug*, June, 1905, about eight days after the battle of the Korean Straits. With the exception of one affected with scorbutus all were suffering from lacerated and septic wounds caused by fragments of shell or splinters of metal or wood, which were complicated in some cases by fracture or splintering of bone.

Among the lesions were the following: A compound comminuted fracture at junction of upper and middle thirds of left femur, with an infected sinus passing from outer surface downward and inward through limb; a large infected wound, inner surface right thigh just above knee, with extensive loss of tissue and sloughing involving femoral artery; compound comminuted fracture of postero-superior part of left parietal bone, with protrusion of brain tissue from infected wound; a small infected wound above left orbit, with contusion of left

eye, rupture of iris, and irregularity of pupil; an infected sinus on inner side of left knee, through which a fragment of shell an inch square was removed from behind patella; a wound on inner side of thigh above left knee, a wound on forehead, and a small wound on left wrist, all infected; an infected sinus from left groin to perineum and perforation of left tympanum, with purulent discharge and deafness; compound fracture of second metacarpal bone, left hand, and laceration of left external ear; fracture of left radius near middle, two wounds in left elbow, and a small sinus in left groin; compound fracture of leg at middle, lower fragment overriding, and ends of bone dead, with pus oozing from medulla, small wound of scalp, numerous small, infected, punched-out ulcers about shoulders, thighs, and feet, and some abrasions of hands and arms; two indurated sinuses of left arm just above elbow; a small piece of shell had penetrated outer coat of basilic vein and lodged; the vessel wall had weakened and an aneurismal dilation had formed; right foot gangrenous; leg amputated at lower third and subsequently disarticulated at knee; a large sloughing wound inner side of right foot; necrosis of first metatarsal bone; infected tissues in left axillary region, left arm, right knee, and scalp; numerous scattered wounds, all infected; patient had about thirty five wounds and was the only survivor of a gun's crew; compound comminuted fracture of neck of right femur; a large, infected, lacerated wound on each side of left leg, muscles torn away and sloughing, shell fragments had left bones, vessels, and nerves intact. The effects of delay in instituting proper treatment, owing to the absence of a hospital ship for the reception and care of the wounded immediately after the battle and the time necessary to reach a base hospital were well shown in these cases.

The disposition of the patients may be summarized as follows: Discharged to duty, 19; discharged to hospital ship *Kastroma*, 34; sent home on parole, 1; remaining in hospital, 2; died, 2; total, 58.

January 4, 1906, Passed Assistant Surgeon Payne, of the *Nashville*, and Assistant Surgeon Heiner, of the *Scorpion*, landed at Puerto Plata, Santo Domingo, with a hospital steward, hospital apprentice, and three sailors carrying the Red Cross flag and medical and surgical supplies to render aid to the revolutionists injured in the fighting near the town during the first three days of January.

Through the kindness of the Cuban consul a clean unfurnished house in a good part of the town was secured for a hospital. Great assistance was given by Mr. Muir, an English clergyman, and his wife, in securing bedding, tables, and other necessities.

Six men with gunshot wounds were treated, including two cases of compound fracture of the thigh, one perforating wound upper part right side of chest, one perforating wound right scapula and lung, one perforating wound left gluteal region with exit in left groin, and one perforating wound of left side of neck, with bullet imbedded in right side of neck under skin.

Several men with suppurating bullet wounds of the soft parts came to have their wounds dressed.

The services of the medical officers were appreciated by the wounded and the townspeople, and tended to create a friendly feeling toward Americans.

UNITED STATES NAVAL MEDICAL SCHOOL.

The scheme inaugurated at the Naval Medical School in 1904 of providing a second or summer session at the conclusion of the winter term was continued during 1905. The regular term began October 1, 1905, and 21 assistant surgeons composed the fourth class. All finished the course satisfactorily and past the required examinations. At the closing exercises held March 31, 1906, certificates of graduation were presented to the members of the class by the honorable Secretary of the Navy. Three obtained over 90 per cent of the general average of marks and graduated with honor in the following order of precedence, E. H. H. Old, M. E. Lando, and F. M. Shook.

As in previous years, much valuable and appreciated assistance in the work of instruction was given the faculty by distinguished specialists.

The summer term began April 15 and concluded June 15, 1906. The class in attendance comprised 3 surgeons, 3 passed assistant surgeons, and 6 assistant surgeons. A review of the work of the school by the medical director in command appears elsewhere in this report.

The laboratories of the Naval Medical School, besides the work of instruction in the school, have served a most useful purpose in making important clinical and sanitary investigations.

UNITED STATES NAVAL HOSPITAL CORPS.

The Naval Hospital Corps, since its organization in 1898, has proved a great advance toward providing for the Navy a body of trained nurses and hospital stewards. A constant effort has been made to secure for the corps and retain in the service men of sobriety, intelligence, aptitude, and fair education. It is discouraging to note, however, that a large number of the corps do not reenlist and the Navy thus loses the services of many desirable men who have had four years' training and experience. New enlistments have not been sufficient to fill the vacancies thus created in the corps. While the demands of the service for men of the Hospital Corps have increased, their number has decreased. In January, 1905, there were 246 hospital stewards, 255 hospital apprentices first class, and 271 hospital apprentices, a total of 772. In June, 1906, there were 213 hospital stewards, 260 hospital apprentices first class, and 233 hospital apprentices, a total of 706. This number is too small to provide the medical departments of ships in commission with full complements and at the same time to supply the needs of naval hospitals, dispensaries, navy-yards, naval training stations, marine detachments, and recruiting offices. As present conditions do not attract men of the corps to reenlist, and as the supply of recruits is not sufficient, it is therefore evident that without offering additional inducements in pay and in prospect of promotion it will be impossible to obtain for the corps the requisite number of recruits and retain in it experienced and trained men.

The monthly pay now allowed for hospital stewards is \$60; for hospital apprentices first class, \$30; and for hospital apprentices, \$20. The pay of the Hospital Corps was fixed by the act of Congress which authorized the corps. Hospital stewards are thus deprived of the benefits of the Executive order of June 26, 1903, increasing the pay of all

other chief petty officers of the Navy who qualify by examination for permanent appointment to \$70 a month. For the same reason hospital stewards, hospital apprentices first class, and hospital apprentices do not receive 75 cents a month in addition to the pay of their rating, which is given to all other enlisted men of the Navy, except mates, for each good-conduct medal, pin, and bar. Furthermore, as the number of pharmacists is limited to 25, the chances of promotion to warrant grade are very small. These disadvantages are naturally sources of dissatisfaction to the members of the Hospital Corps. Actual experience during the past eight years and careful study of the present and future needs of the service have convinced the Bureau that correction of these unsatisfactory provisions of the law and reorganization of the Hospital Corps are imperatively necessary to secure and maintain a competent and efficient body of men for the care and treatment of the sick of the Navy. The necessity for reorganizing and increasing the efficiency of the Hospital Corps has been fully set forth by the Bureau in three preceding annual reports. The Department has approved the recommendations of the Bureau concerning the corps and has urgently recommended favorable action thereon by Congress. The stationary or diminishing number of the Hospital Corps in relation to the actual and increasing strength of the Navy emphasizes the fact that such reorganization is becoming daily more imperative, and the Bureau again earnestly recommends that request be made for prompt consideration by Congress of this matter, which is of vital importance to the medical establishment of the Navy.

An organization which will meet present needs, permit ready expansion in the event of war, and secure an efficient naval hospital corps is, in the opinion of the Bureau, provided for in Senate bill No. 2206, Fifty-ninth Congress, first session, which contains the following provisions: First, that the Hospital Corps of the Navy shall consist of chief pharmacists, pharmacists, chief pharmacists' mates, pharmacists' mates, first class; pharmacists' mates, second class, and hospital apprentices. Second, that the number of chief pharmacists and pharmacists on the active list shall not exceed 50 in all, the pharmacists to be appointed by the President and have the status of warrant officers, with the rank, pay, allowances, and privileges of such; that vacancies in the grade of pharmacist shall be filled from men holding the rating of chief pharmacists' mate, subject to such examination as the Secretary of the Navy may prescribe; that pharmacists shall, after six years from date of warrant, be commissioned chief pharmacist, to rank with but after ensign, and shall on promotion have the same pay and allowances as are now allowed chief boatswains, chief gunners, chief carpenters, and chief sailmakers, provided that no pharmacist shall be so promoted until he shall have passed an examination as to his mental, moral, professional, and physical qualifications before a board of officers, in accordance with regulations prescribed by the Secretary of the Navy. Third, that the Secretary of the Navy is hereby empowered to enlist or cause to be enlisted as many chief pharmacists' mates, pharmacists' mates, first class, pharmacists' mates, second class, and hospital apprentices as in his judgment may be necessary, and to fix the number and to make such regulations as may be required for their enlistment and government. Enlisted men of the Navy and Marine Corps shall be eligible for transfer to the Hospital Corps. Fourth, that all necessary

hospital and ambulance service at naval hospitals, naval stations, navy-yards, and marine barracks, and on vessels of the Navy and Fish Commission, shall be performed by members of the Hospital Corps, and the said corps shall be permanently attached to the Medical Corps of the Navy and shall be included in the effective strength of the Navy, and shall be counted part of the enlisted force provided by law and be subject to the laws and regulations for the government of the Navy. Fifth, that the pay of chief pharmacists' mates shall be \$70 per month, except when serving under acting appointments, when it shall be \$60 per month; of pharmacists' mates, first class, \$50 per month; of pharmacists' mates, second class, \$35 per month; and of hospital apprentices, \$20 per month, with such increase on account of length of service as is now or may hereafter be allowed by or in pursuance of law to other enlisted men of the Navy; and that all benefits that are now or may hereafter be given by or in pursuance of law to other warrant officers or enlisted men of the Navy shall hereafter be allowed to warrant officers and enlisted men of the Hospital Corps.

HOSPITAL CORPS TRAINING SCHOOL.

The term of instruction in the Hospital Corps Training School at the naval hospital, Norfolk, Va., has been extended to four months. The eleventh class completed the prescribed course in August last. The interval between the sessions has been shortened in order to give the advantages of the school to as large a number of men as possible. The Bureau realizes that four months are too short a period for the accomplishment of satisfactory training, but in view of the service demands it has not yet been practical to lengthen the term. For the same reason and because of the limited accommodations at the Norfolk hospital it has been necessary to restrict the number in the classes to about forty men. When the exigencies of the service make it practicable to hold men in reserve for a sufficient length of time a more comprehensive scheme of training will be established. The desire of the Bureau to organize at the Mare Island hospital a training school similar to that at the Norfolk hospital could not be realized because of the demands of the service on the Pacific and Asiatic stations for men of the Hospital Corps. The wisdom of establishing the training school at the Norfolk hospital has been fully shown by the marked improvement of the personnel of the Hospital Corps in professional efficiency. The Bureau hopes to continue the systematic training of the Hospital Corps by inaugurating a course of instruction to follow service at sea. About 40 per cent of the total force of the Hospital Corps have received the benefits of the present training school at the naval hospital, Norfolk, Va.

A NURSE CORPS OF TRAINED WOMEN NURSES.

The Bureau is very desirous of obtaining for duty at naval hospitals and on hospital and ambulance ships a nurse corps of trained women nurses. The special aptitude of women for the care of the sick is acknowledged the world over and their peculiar fitness for work in wards and operating rooms has been demonstrated in every hospital. The necessity for their employment in the Army has been satisfactorily

established by the experience of the Medical Department of the Army with the Army Nurse Corps (female). The report of the Surgeon-General of the Army for 1905 states that the conduct of these nurses has been unexceptionable and their work deserves the warmest praise. In modern wars the services of women nurses have proved invaluable for the care of the sick and wounded. In time of peace such nurses would secure for the sick at naval hospitals a better medical and surgical nursing service than is now obtainable and be of great use in teaching and training the men of the Hospital Corps. In time of war they would be needed, in addition, for hospital ships and their presence in hospitals would release a large number of Hospital Corps men for duty on men-of-war. The recommendations of the Bureau for the establishment of a corps of trained nurses in the Navy has met with the approval of the Department. Senate bill No. 2207 of the Fifty-ninth Congress, first session, provided for the organization of such a corps, which could be readily expanded to meet extraordinary needs, but this bill unfortunately failed to receive the necessary legislation. The Bureau renews its recommendation that legislation authorizing the employment of trained women nurses for the Navy be requested of Congress.

DENTAL SURGEONS IN THE NAVY.

In all military organizations the great importance of the condition of the teeth for the proper mastication of food and the prevention of digestive and intestinal diseases has been so thoroughly demonstrated by experience that defective teeth alone are a sufficient cause for the rejection of applicants for enlistment. In the Army and Navy of the United States experience has also shown that even greater care than has hitherto been exercised is necessary in the selection of recruits as far as concerns the condition of the teeth. The preservation of the teeth after enlistment is also imperative. In the Army of the United States 30 contract dental surgeons are allowed by the act of Congress approved February 2, 1901. The reports of the Surgeon-General of the Army show that for a mean strength of 67,643 troops on duty during the year 1903, a total of 42,794 dental diseases and injuries were treated and a total of 47,616 dental operations were performed; also that in 1904, for ratios per thousand of mean strength, 682.63 cases were admitted to treatment and 654.61 operations were performed for dental and oral diseases. These statistics indicate the relative prevalence of dental caries and other dental and oral diseases among the enlisted men of the Navy and Marine Corps, and give for comparison a proportion of 27,182 dental diseases and injuries requiring treatment during the year 1906 in an enlisted force of nearly 42,800 men and marines. The situation shows the strange paradox of provision by a Government for the care of the teeth of the men of its Army without any similar provision for the preservation of the teeth of the men of its Navy and Marine Corps. Enlisted men of the Navy and Marine Corps are obliged to pay out of their own pockets for dental work which is given by the Government to soldiers of the Army. It would seem to be self-evident that dentists are as necessary for the Navy and Marine Corps as they are for the Army. Recommendations for the employment of dentists under the control of the Bureau of Medicine and Surgery to serve in the Navy, have been approved by the Department, and repeatedly submitted, without secur-

ing, however, the enactment of favorable legislation. Senate bill No. 2208 of the Fifty-ninth Congress, first session, which embodied the Department's views on the subject, failed of consideration. On account of the need for the services of dentists in the Navy the Bureau has continued the temporary expedient of employing for the purpose at certain receiving ships and training stations, at Guam and at Cavite, hospital stewards possessing knowledge of dentistry. The work done by these men has been creditable and highly useful. Unforeseen difficulties have arisen in connection with some of those detailed for dental work, the authorized pay of hospital stewards is not sufficient to secure and retain competent dentists, and the Bureau does not consider the continuance of the expedient desirable. It is hoped, therefore, that steps may speedily be taken to provide for the Navy what has long been granted to the Army—a corps of dental surgeons.

THE UNITED STATES NAVAL TRAINING STATION, NEWPORT, R. I.

Although the Training Station, Newport, R. I., was improved by the completion of a new barracks in June, 1905, the conditions there are far from satisfactory. The disinfection building for the reception, bathing, and physical examination of recruits and the disinfection of their clothing was adequate for the needs of the station when the average number of recruits was from 12 to 15 daily, but it is now insufficient when from 50 to 100 are sometimes received in a day and nearly 3,500 are passed through it in a year. The bathing facilities of this building comprise but three bath tubs with shower over each; the floor of the bathroom is of wood and is constantly soaked with water. The location of the fumigating and sterilizing room in the opposite side of the building from the bathroom necessitates carrying possibly infected clothing through the room in which clean clothing is kept. As the partitions on the lower floor do not run up to the ceiling it is impossible to fumigate the rooms separately.

Barracks A, used as quarters for recruits under observation after passing through the routine of the disinfection building, was destroyed by fire the night of January 8, 1906. Since then tents have been used for the purpose.

These details speak for themselves and illustrate the deficiencies of the Newport Training Station, the first in point of equipment, facilities essential for the reception and detention of recruits and for the prevention and control of infectious diseases.

A board of medical officers convened December 26, 1905, to investigate the outbreak of cerebro-spinal meningitis at the Newport Training Station was of the unanimous opinion that the segregation of new recruits in small units is absolutely necessary for the safety of the main body of apprentice seamen and the continued usefulness of the station, and that the only practicable and safe method of securing this and of preventing and controlling epidemics is the provision of a sufficient number of pavilion barracks, of twelve beds each, for purposes of detention. At present boys who have undergone the required period of detention of twenty-one days, and are about to be discharged, come in contact with boys who have just arrived, and from them may carry infection to the main body of apprentice seamen, and thus cause outbreaks of disease necessitating the closing of the station.

The method recommended by the board of segregating recruits in small units until their freedom from communicable disease is established meets the full approval of the Bureau, as experience has shown that without the operation of such a system epidemics causing loss of life and great damage and embarrassment to the service will inevitably ensue.

An appropriation was made by the Fifty-ninth Congress, first session, for the construction of detention barracks at the Newport Training Station, and their completion will greatly facilitate the segregation recruits and the prevention of epidemics of infectious disease.

THE UNITED STATES NAVAL TRAINING STATION, NORFOLK, VA.

The Naval Training Station at Norfolk, Va., is still more open to criticism in these respects. The old wooden vessels *Franklin* and *Richmond* and the temporary barracks at the St. Helena Reservation are used for housing recruits and men awaiting assignment to vessels. There are no proper facilities for the detention and segregation of recruits, and there are no adequate arrangements for controlling infection. On the berth deck of the *Franklin* a small room, 11 by 12 feet, is used for the detention of patients suspected of having infectious disease. This has served a most useful purpose, but it has not sufficed to protect the ships and station from epidemics of diphtheria, mumps, measles, scabies, and cerebro-spinal meningitis. Under present conditions it is impossible to prevent such epidemics, and it can hardly be expected that infection will not be conveyed by men transferred in numbers to cruising ships. The resort to tents, which has been made imperative in the past by the prevalence of certain diseases, is not to be commended for the winter months.

In the last quarter of 1905 the daily average complement of men, exclusive of 243 belonging to the Reserve Torpedo Flotilla, was 1,963. During the year 8,316 recruits and apprentice seamen were received. When the epidemic of cerebro-spinal meningitis caused the closing of the Newport Training Station apprentice seamen recruits were diverted to Norfolk, and much increased the usual complement at the St. Helena Station. The inadequate provisions for the reception of so large a body of men, and the disproportion of the accommodations to the number to be cared for, were well shown in the messing arrangements. At one time all the tables in the mess hall, for feeding more than 1,000 men, and those on the *Richmond*, for nearly 800, were set twice and often thrice at each meal. The effects of overcrowding were soon made apparent by the occurrence of cases of cerebro-spinal meningitis and by an epidemic of pneumonia.

The three buildings built in haste, and with little regard to sanitary requirements, under pressing need for additional accommodations at the St. Helena Reservation, are hygienically defective in construction and insufficient in size.

THE UNITED STATES NAVAL TRAINING STATION, SAN FRANCISCO, CAL.

The health of the station during the year 1905 was exceptionally good. This fortunate circumstance may fairly be attributed to the correction of some of the original faults in the construction, lighting, and ventilation of the barracks and to the absence of overcrowding.

The frequent appearance in the past of contagious diseases at this station necessitated the construction of a building 60 feet in length and 24 feet in breadth, for use as an isolation hospital. This building has served a good purpose, and the small steam sterilizer, subsequently supplied, has proved useful for disinfecting the effects of a few patients at a time. On one occasion, however, previous to the year 1905, it was necessary for the eradication of infectious diseases to abandon the barracks and ship temporarily, and to place the men in tents for a month. During this time all the hammocks and bedding were disinfected in the large sterilizers at the quarantine station, Angel Island, and the ship and barracks were thoroughly disinfected and painted. The camping out so improved the physical condition of the men and the subsequent health of the station as to suggest the desirability of placing the men in camp for several weeks every summer while the ship and barracks are receiving a thorough overhauling.

The sick quarters of the station are insufficient in capacity and defective in arrangement, construction, and location. The separation of the wards and buildings used by the medical department make proper administration impracticable. One of the two small buildings for the care of the sick contains 12 beds, was originally built as a commissary storeroom, and adjoins the kitchen of the barracks. An operating room, added in 1904, is the only part of the structure suitable for hospital purposes. The other building, near the first, has 2 wards with 8 beds each, and is in close proximity to the stable. Even if the dangers of transmission of disease through the agency of flies, which, as is well known, are incident to stables and attracted by kitchens, is not considered, the situation of both the buildings used as sick quarters is very undesirable. The island occupied by the training station is unusually exposed, and the climatic conditions tend to produce diseases of the respiratory system. With a complement of from 700 to 900, the enlisted men of which are for the most part young adults, who, by reason of their age, are peculiarly susceptible to various infectious diseases, such as measles, mumps, scarlet fever, and diphtheria, it will be seen that the present provision of beds is inadequate. The station urgently needs new sick quarters, well constructed and situated in the best obtainable location.

INFECTIOUS DISEASES AT THE UNITED STATES NAVAL TRAINING STATIONS.

The epidemic of cerebro-spinal meningitis at the Newport Training Station was of special interest. Those affected with the disease were all fresh recruits. Three of the first cases had been at the station less than three weeks. The last cases were in boys brought from the training station at Norfolk, where cerebro-spinal meningitis had recently occurred. There were sixteen cases in all.

Infection was at first supposed to have come from barracks A, building No. 2, in which there had been a case of the disease on June 22. It was afterwards thought the infection was imported by the recruits in whom it first developed. The latter supposition is, without doubt, correct, as the disease was prevalent in many places from which recruits were received. The last cases were in all probability infected at the Norfolk Training Station.

As soon as the disease declared itself the transfer of recruits to the station was stopped. While the epidemic lasted, recruits, apprentice seamen discharged from hospital, and all stragglers and deserters returned to the station were sent to the disinfection building for disinfection and a period of observation of twenty-one days.

The disease began in barracks A, for the segregation of newcomers, on December 4. December 5 this building was cleared out and all apprentice-seamen recruits, except those in the disinfection building, were sent to the *Reina Mercedes*. A case occurred on the *Reina Mercedes* December 7, 10, and 12. December 13, 170 of the apprentice seamen from the ship were put in tents for sleeping. A case occurred on December 18, 19, and 20, and two cases on December 27, on the *Reina Mercedes*. December 29 the 170 apprentice seamen in camp were examined and 158 transferred to barracks C; those remaining on the *Reina Mercedes* were put in tents for sleeping. December 30 a case occurred in barracks C among the boys sent there from the tents December 29. January 6 and 17 a case occurred in barracks C.

February 19, 1906, boys were received from the training station, Norfolk, where there had been recent cases of cerebro-spinal meningitis. They had been under observation for three weeks, were considered free from infection, and put in barracks B, in which the disease had not appeared. On March 2, 12, 20, and 26, a case occurred among these boys. None of the boys who had been in barracks B before the draft from Norfolk arrived had the disease.

All the cases were sent for treatment to the naval hospital, Newport; 13 died and 3 recovered.

On account of the prevalence of the disease at the Newport Training Station, recruits were diverted to the training station at Norfolk. The latter was soon overcrowded, and in the first four months of 1906 8 cases of cerebro-spinal meningitis developed there. After transfer to the naval hospital, Norfolk, Va., 6 died and 2 made fairly good recoveries.

One case of cerebro-spinal meningitis occurred at the naval training station, San Francisco, Cal., was treated there, and recovered.

The occurrence during the fiscal year at the three naval training stations of infectious diseases necessitating quarantine and disinfection is shown in the following tables:

Naval Training Station, Newport, R. I.—Catarrhus epidemicus, 15; febris enterica, 12; pneumonia, 47; measles, 125; mumps, 127; scarlet fever, 1; cerebro-spinal meningitis, 17.

Naval Training Station, Norfolk, Va.—Catarrhus epidemicus, 50; febris enterica, 25; pneumonia, 43; measles, 47; mumps, 181; variola, 2; varicella, 3; cerebro-spinal meningitis, 7.

Naval Training Station, San Francisco, Cal.—Catarrhus epidemicus, 58; pneumonia, 9; measles, 27; mumps, 2; cerebro-spinal meningitis, 1.

The foregoing statements serve to bring out clearly the well-known fact that epidemics of infectious diseases are prone to prevail wherever recruits are brought together in numbers without ample provision for preliminary detention and observation, subsequent quarantine, and proper housing to prevent the bad effects of overcrowding. The naval training stations are very defective in these respects and, unfortunately, the other stations at which recruits are assembled for training before assignment to sea are still open to the criticisms of previous reports.

RECRUITING.

The physical examination of recruits for the service by medical officers is properly regarded of the greatest importance, as upon it depended the efficiency of the personnel and the protection of the Government from additions to the pension list. For several years the shortage of officers in the Medical Corps has often made it necessary to employ, for recruiting, acting assistant surgeons who, while performing this duty in the main satisfactorily, were lacking in experience in service conditions. Moreover, recruiting by traveling parties, together with a desire to secure the maximum number of men to fill existing vacancies in a limited time, have doubtless favored undue haste in physical examinations and, in some instances, the situation of the recruiting office in a noisy locality, or the unsuitable character of the room used for physical examinations, has imposed conditions under which uniformly good results were unobtainable even with the exercise of the greatest care. Naval medical officers have not been available for duty at the numerous offices which have been established to obtain recruits for the Marine Corps. In consequence, physical examinations for this branch of the service have been largely conducted by civilian physicians employed by the Brigadier-General, Commandant, for the purpose.

Owing to these circumstances an undue number of recruits with physical defects have been accepted and when tried under service conditions have become the subjects of medical survey. A review of the surveys held on recruits shows that 292 enlisted men of the Navy and 121 of the Marine Corps, 413 men in all out of the total admitted to the service in 1905, were surveyed for various disabilities which existed prior to enlistment and were discovered within the first six months afterwards. In some cases these disqualifications were undoubtedly overlooked by the examining surgeon, but in others they were of such a character as to evade discovery at the time of enlistment. The disabilities which called for medical survey may be classified as follows: Heart affections, 75; nervous affections (insanity, neurasthenia, defective speech, and chorea), 63; eye affections (defective vision and color blindness), 82; deformities (affections of bones and joints, flat feet), 49; genito-urinary affections (nephritis, retained testicles, and enuresis), 31; ear affections (deafness), 17; hernia, 23; poor physique, 16; pulmonary tuberculosis, 16; varicose veins (varicocele and hemorrhoids), 8; rheumatic affections, 11; defective teeth, 5; goitre, 4; drug habit, 4; miscellaneous affections, 9; total, 413. With the exception of some of the cases of insanity which were transferred to the Government Hospital for the Insane, Washington, D. C., and a few of the tubercular cases which were sent either to the United States Naval Hospital, Pensacola, Fla., or to the United States Army General Hospital, Fort Bayard, N. Mex., all the other cases of disability were recommended for discharge from the service.

BARRACK BUILDINGS AT RECEIVING STATIONS FOR RECRUITS.

The provisions for housing the enlisted force of the Navy during its period of detention ashore have not improved and advanced in correspondence with its gradual increase. The old wooden vessels used

as receiving ships have all the sanitary disadvantages incident to long habitation, to structural defects, and decay of old age. These ships, as well as others of more modern type at times employed for the purpose, are restricted in capacity, and have frequently illustrated the dangers of overcrowding. The temporary barracks erected at the St. Helena Reservation and at the League Island Navy-Yard as expedients to provide for the overflow from the receiving ships are only halting steps in the right direction. The inadequacy of these vessels and barracks for the requirements of the present naval establishment is evident in time of peace, but would be apparent to a dangerous and embarrassing degree in time of war. It is believed that the correct solution of the problem lies in the repeated recommendations of the Bureau, in which the Bureau of Navigation has concurred, that barrack buildings suitable in type and embodying the best ideas of sanitary science should be constructed at selected localities. For every barrack building the maximum number of occupants should be fixed, and should not be exceeded. At each receiving station and at the stations of the Marine Corps separate and completely equipped detention buildings with capacity to accommodate all recruits received during a period of twenty-one days should be built. In these detention buildings or sanitary barracks all new recruits, after disinfection and examination, should be segregated during the period of incubation of infectious diseases in order to protect those longer in the service, to prevent epidemics, and to minimize the danger of the conveyance of infection by drafts of men to vessels of the fleet.

THE MARINES AT PANAMA.

In May the camp at Empire was evacuated and the marine detachment was moved to Bas Obispo, 15 miles from Panama on the line of the Panama Railroad, and lodged in buildings formerly belonging to the French Canal Company, which had been occupied by three companies of marines in 1904. The change was made suddenly and involved much hard labor, but was followed by no serious consequences. The conditions in and about the camp are practically the same as those that prevailed at Empire. The medical officers have continued to work diligently to secure the sanitary conditions necessary to preserve the health of the command. Their efforts have met with gratifying success, when the fact is considered that conditions outside the camp are beyond their control.

MALARIA AMONG THE MARINES OF A DETACHMENT SENT TO THE ISTHMIAN CANAL ZONE IN THE U. S. S. COLUMBIA.

A battalion of four companies of marines of a hundred men each left Philadelphia, Pa., in the U. S. S. *Columbia*, May 20, 1906, and on May 29 and June 4 disembarked at Colon, Panama. All were temporarily quartered in houses at Camp Elliott, on high ground, 25 miles from Colon. June 23 three companies were transferred to Camp Reid at Corozal, on low ground, about 2 miles from Panama. At Camp Reid mosquitoes were very numerous. Each man was provided with a mosquito net and men on guard at night were required to wear head nets. It was impossible, however, to avoid mosquito bites. A dose of nine grains of quinine was given daily to all as a prophylactic. July 2

the three companies at Camp Reid returned to Camp Elliott. July 6 the battalion reembarked on the *Columbia* and sailed from Colon. After coaling at Guantanamo they reached Monte Cristi, Santo Domingo, on the 12th, and there 98 men and 2 officers were transferred to the U. S. S. *Dixie*. From the 6th to the 12th of July the total strength of the battalion was 398 men and officers. Of this number 135, or about 34 per cent, had malarial attacks. After the transfer of men to the *Dixie* had been effected the *Columbia* went to San Juan, P. R., to land the sick, and was there put in quarantine for five days. As the hospital accommodations at San Juan were inadequate to care for the large number of sick, the Department decided, on the recommendation of the medical officer of the San Juan Naval Station, to utilize the five days required for quarantine at San Juan in bridging the *Columbia* to a northern port, and ordered her to proceed without delay to Boston, Mass. The ship reached Boston on July 21, and 28 men and 3 officers of the marine detachment, infected with malaria, were transferred to the naval hospital, Chelsea. From the 13th to the 21st of July the strength of the battalion was 298 officers and men. Of this number 215, or about 72 per cent, had acute malarial paroxysms. It is not unlikely that the whole battalion was infected. With the change to a northern climate and the free administration of quinine to every member of the detachment, the percentage of cases rapidly declined to 10.7 per cent on July 21. No fatal cases occurred.

THE MARINES AT CAVITE, P. I.

The quarters for marines at the San Filipe barracks, navy-yard, Cavite, P. I., are most unhygienic and should be abandoned. The ventilation is bad, there is overcrowding, and the water-closet facilities are remote. A well-ventilated and sanitary barracks building has recently been constructed just outside the navy-yard for a part of the force kept at the station. The influence of the improved hygienic conditions afforded by the new building is strikingly shown by a percentage of less than 1 per cent of sick as compared with nearly 13 per cent for the old, insanitary quarters in the yard. It is of the utmost importance that this condition be done away with as soon as practicable. A site on Manila Bay adjoining the hospital reservation would be, hygienically considered, a most suitable location for marine barracks.

MIDWAY.

The Bureau invites attention to the conditions under which the small force stationed on the island of Midway live, as reported by the medical officer. The officers and men are housed in tents. During the summer, which lasts about eight months, flies abound in such swarms that it is difficult to eat or sleep. In winter the tents offer little protection from the prevailing sand storms. Water for drinking is obtained from the employees of the cable company. The bathing facilities are those afforded by the ocean, and rough weather frequently makes these impracticable. Lanterns are the only sources of artificial light at night. In the interest of the comfort and the mental health of the men and officers the necessity for the immediate erection of suitable living quarters for the detachment is submitted. It is understood that comfortable quarters can be built without great

expense, and the construction of such buildings as may be necessary should not be further delayed if the guard is to be continued at Midway.

NAVAL STATION, HAWAII.

The present sick quarters are inadequate to the needs of the station, as provision is made for the care of serious cases of illness among the naval personnel at the civil hospital. The small dispensary suffices for emergency cases.

The opening of a naval station at Pearl Harbor will necessitate the building of a naval hospital there. A tract of land near the Punch Bowl, suggested as a desirable location for such a hospital, has been inspected, but this location is too remote if the site proposed for the station at Pearl Harbor be adopted.

GUAM AND TUTUILA.

During the year, as in previous years since the American occupation, medical supplies in excess of the actual needs of the personnel have been issued to the naval stations at Guam, L. I., and Tutuila, Samoa, to make some provision in the interests of humanity for the natives, who lack such supplies and have no means to obtain them from other sources. The protection of the naval stations at these remote insular possessions held under the jurisdiction of the Navy Department necessitates most careful supervision by the medical officers of the sanitary welfare of the native population. The natives of both of these islands are entirely dependent for medical and surgical care on the medical officers attached to the naval stations, and as they are both needy and impoverished, a generous expenditure of medical and surgical supplies was warranted to meet their urgent necessities and to protect the sanitary interests of the naval community. The services of the naval medical officers have been freely given to the natives and the Bureau notes with satisfaction that this duty has been performed with efficiency and enthusiasm.

A distinct step in the progressive improvement of the condition of the natives in Guam was taken in the completion and occupation at Agaña, September 23, 1905, of a hospital for women and children. The money for its construction was obtained by subscription, fairs, and sales. It is managed by a private, incorporated association and receives aid from the island government. The governor is president of the association; the senior medical officer is a member of it and the superintendent of the hospital. This hospital is reaching in its wards more patients than were ever available for treatment before. A dispensary for outdoor patients has been established in connection with it. A nominal charge is made for each prescription and dressing to assure a small income for the funds of the association. The Maria Schroeder Hospital, for men and boys over 12, and the Susana, the new hospital, for women and children, give the native population greatly needed and proper places for treatment. A small laboratory for bacteriological and chemical work has been completed, and will greatly facilitate the diagnosis and study of diseases in Guam. Young native women are under training in the hospitals and, with proper selection, show considerable aptitude for the work of nursing. When eventually trained,

these nurses will replace the incompetent midwives, who are now the only available female nurses on the island. Special training in treating the native sick has been given four natives employed in the hospital as laborers with the intention of using them as native hospital apprentices in remote towns at the southern end of the island. A sanitary order issued by the governor December 8, 1905, providing for systematic sanitary inspection under the immediate direction of the senior medical officer, will undoubtedly do much to improve the cleanliness and hygienic conditions of Agaña, but no proper sanitary condition of the town can be secured until provision is made for a water supply and a sewerage system.

To the absence of a supply of pure water for drinking purposes is attributed the almost incredible prevalence of intestinal parasites among the natives. It is represented that \$50,000 would be sufficient to construct and put in operation the needed system of waterworks, and the subject is again submitted to the Department's consideration, with a view to such recommendation to Congress as may be deemed advisable.

At the first session of the Fifty-ninth Congress an appropriation of \$2,000 was made for the digging of an artesian well at Agaña. It is hoped that this may be successfully completed and aid in securing for the town a supply of good drinking water.

The total population December 1, 1905, was 10,501. During that year 465 births and 319 deaths occurred, an excess of births over deaths of 146.

General vaccination begun in December, 1904, was continued, and in June, 1905, the whole population had been vaccinated. All children born during the preceding twelve months are vaccinated in January of each year. An infectious, painful, repulsive, and disfiguring disease, the cause of which is not yet known, and for which the name rhino-pharyngitis mutilans has been suggested, prevails in the island. A full and interesting account of this disease by Surg. J. F. Leys, U. S. Navy, appeared in the Bureau's report for 1905. In this disease the nose and the upper part of the face are destroyed by slow ulceration while the tongue is unaffected. Persons of all ages, from 3 to 80 years of age, are affected. Throughout the active state of the disease, which sometimes lasts months or even years, the patients, if in good condition at the beginning, retain their flesh and strength. The mortality of the disease is low, but the face is rendered so repulsive by the characteristic ulceration that many of its victims avoid public notice. It seems somewhat amenable to treatment. Although it is estimated that there are about 200 cases among the natives no member of the naval force on duty in Guam has yet contracted the disease. In January, 1906, the governor proposed, from motives of humanity toward the natives and in the interests of the naval station, to erect near the Tumon leper colony, 25 buildings of cheap construction for the isolation and care of a hundred of the unfortunates afflicted with the most contagious form of the disease, and to pay for the cost and maintenance of the same from the funds of the insular government. As the naval establishment must rely on native labor, and as the health of the naval personnel will always be closely related to that of the natives with whom contact is unavoidable, such an isolation colony is necessary, not only for the protection of the laborers but also for the safety of the officers and men. It seems only just, therefore, that the burden of maintaining this col-

ony should not fall entirely upon the islanders and the Bureau concurred with the governor in submitting this as a matter calling for immediate relief from Congress, provided such recommendation should meet with the approval of the Department.

May, 1906, the governor reported to the Department that, upon the urgent recommendation of all the medical officers of the station, he had found it necessary to segregate at the Tumon leper colony 61 lepers and at a colony to be known as the Ypao colony, in the district of Agaña near Ypao, 41 persons affected with the loathsome and contagious disease called gangosa, rhino-pharyngitis mutilans; that this left 27 lepers and 86 gangosas at large in the island; that many of these lepers and gangosas were living in the town of Agaña and came in almost daily contact with the employees of the Federal colony, and that their removal had become so imperative, for the protection of the Federal force, that such action could be no longer delayed. Every case of leprosy and gangosa known to exist in the island had been carefully recorded, descriptive lists made out, card numbers given, and photographs of the afflicted persons taken. He stated also that the island treasury could stand the cost of the segregation of these afflicted people but for a brief period, and if Government aid should not be extended to the island through an appropriation by Congress it would soon be necessary to set at large a number of lepers and gangosas, owing to the inability of the insular funds to meet the cost of their maintenance. The Department approved and earnestly commended the recommendations of the governor of Guam to the consideration of the Committee on Naval Affairs of the House and Senate, but, unfortunately, without securing favorable action toward the relief of the island treasury by Congress.

The water supply of the naval station, Tutuila, Samoa, is drawn from a reservoir situated high up between two hills back of the station. The watershed for this reservoir comprises 215 acres, of which 15 acres are under cultivation for taro. As there is reason to believe that the whole area may at some time be under cultivation, it seems advisable that this tract of land be purchased by the Government to prevent contamination of the water in future. A small one-story building, containing four rooms and a kitchen, is used as sick quarters for the station ship, the sick bay of which, located below the gun deck, is unsuitable for use in the climate of Samoa. This house is over 30 years old, is in constant need of repairs, and is insufficient for the needs of the station. New and larger sick quarters are needed, with a modern operating room. In the rear of the present sick quarters is a thatched-roof, Samoan house, known as the Samoan Hospital, in which hospital cases among the natives are treated. When a sick native enters a hospital the Samoans consider it indispensable for a number of relatives to accompany him to attend to his wants. A native house meets this requirement admirably. Another Samoan house is to be built near the present one to accommodate more cases. About 7,000 cases were treated in the hospital clinic for natives during the year, and the number presenting themselves for treatment is growing daily. It is interesting to note that the prevalence of pneumonia, tuberculosis, and asthma has been largely increased through the wearing of the American style of dress by the natives. When these clothes are wet by the frequent rains no effort is made to dry them, and pulmonary affections result. When only the lava-lava was worn

by the natives and the body was annointed with cocoanut oil, the water ran off immediately, and the rain had little or no effect upon their constitutions.

UNITED STATES NAVAL STATION, OLONGAPO, P. I.

Owing to the importance of questions of sanitation in connection with extensive dredging and grading operations, it is strongly recommended that the matter of a proper system of sewerage be carefully considered at the inception of work at this station. The present conditions are such that disastrous results might ensue to the personnel employed in developing the station. Without an adequate and efficient system for the disposal of sewage there will necessarily be serious impairment of the efficiency of the force engaged in making the improvements contemplated.

In addition to a proper system of sewerage there should be established a small but complete bacteriological laboratory to insure the detection of infectious diseases at the earliest possible moment.

The immediate demand for hospital facilities can be supplied by the Canacao Hospital, but there is urgent need of adequate dispensary facilities for the emergency work of the station. The present sick quarters should be enlarged to accommodate not less than 30 patients, and there should be added a new operating room, a bacteriological laboratory, and a screened isolation ward for 6 patients. The cemetery should be moved across the bay to a point below the site selected for the hospital. The ground vacated thereby should be kept for emergencies in connection with infectious diseases.

The site selected for the hospital reservation seems eminently adapted to hospital purposes; its water supply, drainage, and exposure to prevailing winds fulfill all requirements. When the needs of the station warrant it an appropriation will be asked to construct a hospital with accommodations for 100 patients, and so arranged as to permit of enlargement when required by the increasing demands of the service.

Sanitarium, naval reservation, Baguio, Benguet, P. I.—After careful study of the elevation, climatic conditions, and environments of the naval reservation at Baguio, the summer seat of government of the civil authorities of Manila, it is not considered advisable to recommend the establishment of a sanitarium at Baguio until such time as reliable and easy means of transportation from Manila to Baguio be in operation. At present the railroad extends only to Dagupan, and the road following the canyon from Camp 1 to Baguio is frequently made impassable for days by the heavy rains of the mountains.

EPIDEMIC OF TYPHOID FEVER ON THE U. S. S. PENNSYLVANIA.

An epidemic of typhoid fever occurred on the U. S. S. *Pennsylvania* during the months of February, March, and April, 1906, at Guantanamo Bay, Cuba, following a short visit for general liberty at Kingston, Jamaica, where the disease had recently prevailed.

Previous to the outbreak the itinerary of the ship was as follows: Culebra, February 6, for Kingston; Kingston, February 7 to February 14; Guantanamo Bay, February 17. February 25, 19 days after leaving Culebra and 9 days after leaving Kingston, the first case of

typhoid occurred. March 16, 30 days after leaving Kingston and 27 days after reaching Guantanamo Bay, the second case occurred, and from that date until the 8th of April 23 cases appeared. As they were admitted during a period of 23 days, it is likely that all were infected at about the same time. Taking into consideration the period of incubation of the disease—from 8 to 23 days—and the fact that many of the crew drank shore water and bottled beverages on the small-arm target range and recreation grounds, infection was thought to have taken place at Guantanamo. This view was favored by the circumstance that a case of typhoid developed at Guantanamo in one of the crew of the *Alabama*, who had had no communication with the *Pennsylvania*. On the other hand, the crews of all the vessels of the fleet, comprising several thousand men, were exposed to the same conditions at Guantanamo and, with the exception of the one case on the *Alabama*, the disease was confined to the *Pennsylvania*. Nineteen days intervened between the first case and the second. For these reasons it seems not unlikely that the infection might have been conveyed in some way from the first case to the others. There were in all 44 cases. One died at Guantanamo, 1 recovered on board ship, 8 were sent by the *Columbia* to the Norfolk hospital, and 23 of the remainder were taken by the *Pennsylvania* to the New York hospital and 11 to the Philadelphia hospital. Subsequently 1 died and 41 recovered.

YELLOW FEVER AT PENSACOLA, FLA., AND NEW ORLEANS, LA.

In connection with the naval stations at Pensacola, Fla., and at New Orleans, La., it is satisfactory to note that during the epidemics of yellow fever in the cities of Pensacola and New Orleans in 1905, the precautions taken for the protection of the stations were effective and no case of the disease occurred in the naval personnel.

TUBERCULOSIS IN THE UNITED STATES NAVY AND MARINE CORPS.

If gunshot wounds, drowning, burns, and local injuries are eliminated tuberculosis stood second in 1900, fourth in 1901, and first in 1903, 1904, and 1905 as a cause of death in the Navy and Marine Corps. The annual reports of the Bureau show that from 1900 to 1905, inclusive, the total number of cases for each year was as follows: 131, 146, 145, 250, 268, and 243. In 1895 the ratio of cases per thousand was 3.2; in 1905 it was 6.1. These ratios are probably below the truth as the disease may have sometimes escaped detection and cases of chronic bronchitis, broncho-pneumonia, and pleurisy may not have been attributed to it because the tubercle bacillus was not sought for or was not discovered. From the clinical point of view the pulmonary form of the disease is the most common. Of 1,183 cases of tuberculosis for the years 1900 to 1905, inclusive, only 79 were not pulmonary. The distribution of tuberculosis according to the different ratings shows the deck force, mess attendants, and cooks to have been most affected, with a percentage of 71.56 per cent, and the personnel of the machinery to have come next, with a percentage of 28.43 per cent. Tuberculosis is undoubtedly imported sometimes in a latent or an incipient condition by recruits and often develops as a result of infection on board ship or at shore station. During 1905, of the men admitted to the sick list with tuberculosis, 46 had been in the service

six months or less, 36 between six months and one year, 46 between one and two years, and 77 more than two years. The prevalence of tuberculosis in the Navy is thought to be due to the enlistment of recruits in whom it is latent or in whom it is not detected by the examining medical officers, to the practice of discharging to duty a large percentage of those suffering with the disease and the retention on board ship of tuberculous cases. Of the total of 299 cases remaining from 1904 and admitted in 1905, 97 were discharged to duty. Experience shows that the disease persists in a majority of those so discharged. When it is considered that tuberculous patients discharged to duty may harbor the disease in its most insidious form and that in the interval between discharge and readmission each one of these has been a focus of infection for hundreds of well men and boys who were forced under the conditions of the service to live intimately with them, eating from the same mess gear and drinking out of the same cups, the grave responsibility of those who return these cases to duty is emphasized.

The prophylaxis of tuberculosis begins with the recruit. Only those should be enlisted whose health and constitution are such as to furnish the proper resistance for service in any climate. Especial attention should be given to the dimensions of the chest and the conformation of the thorax, which would make one suspect a disposition to affections of the organs of respiration. A system of recruiting which selects only the most robust men is the first and not the least important step in the struggle against tuberculosis in the Navy. The principle of the selection of the personnel should dominate the prophylaxis of tuberculosis, and should be followed in the service afloat. Men who are to take part in swimming and boxing contests and crews of racing boats should have a preliminary examination of the heart and lungs. Men sentenced to confinement and those under sentry's charge awaiting trial by court-martial should be frequently inspected and watched. The crews of ships when commissioned, drafts of men received on cruising ships, and detachments of marines detailed for service beyond seas should be examined as to the condition of the organs of circulation and respiration, and all that appear doubtful from the point of view of tuberculosis should be excluded. It is especially necessary that men with chronic coughs, and above all, those who have been in hospital for a pulmonary affection should be kept under constant medical surveillance. In order to guard against the anemia which predisposes to tuberculosis and which ensues so rapidly upon prolonged stay below decks, men employed in storerooms, dynamo rooms, berth deck cooks, mess attendants, barbers, yeomen, etc., should be regularly sent on deck for exercise. Tubercle bacilli in spite of all precautionary measures may exist on board or may be imported in many different ways. Whether acquired on board or developed from a latent condition under the depressing influences of ship life, the subject of tuberculosis becomes a focus of contagion which must be eliminated at all cost. He should at once be isolated and his effects disinfected; at the first possible moment he should be transferred to hospital and under no circumstances or pretext should he be allowed to serve again in ship or barracks unless examination after long observation shows him to be beyond all question free of the disease.

NAVY SANITARIUM FOR TUBERCULOUS PATIENTS.

In order to secure for the unfortunate subjects of tuberculosis conditions of climate and environment favorable for the open-air treatment of the disease, and to protect other patients in naval hospitals from the danger of infection by them, the Bureau has continued to utilize the facilities of the United States Army General Hospital at Fort Bayard, N. Mex., for selected cases. Many patients have received great benefit from treatment in this hospital. The experimental camp of canvas tents established in connection with the naval hospital at Pensacola, Fla., in 1903, has been kept up. Although the facilities at this camp are crude, and many conveniences are lacking, and its location at sea level may not suit all cases requiring treatment, fairly good results have been attained, and patients with undoubted tuberculosis have to all appearances recovered and been restored to active duty. Of the total number of 99 cases treated during the year 1905 the following disposition is recorded: Invalided from service, 28; granted sick leave, 2; died, 7; continued to 1906, 30; discharged to duty, well, 21; discharged, expiration of enlistment, not cured, 10. In the naval hospitals at New York, Mare Island, and San Juan, P. R., patients with tuberculosis have been isolated as far as possible and housed in tents. At the Mare Island hospital, for the calendar year, the results of the treatment of tuberculosis in tents were as follows: Number of cases treated, 56; cured, 6; decidedly improved, 28; slightly improved, 4; unimproved, 7; died, 2; found after admission not to have tuberculosis, 9; invalided from the service, 10; sent to Fort Bayard, N. Mex., 16; discharged from the service, expiration of enlistment, 1; continued to 1906, 12.

At the army hospital, Fort Bayard, N. Mex., there are difficulties inherent to the control and discipline of navy patients under army regulations; the camps are only expedients and the best means obtainable under the circumstances for the treatment of tubercular cases and the protection of patients with other diseases in naval hospitals. The naval service is therefore in urgent need of a well-appointed sanitarium of sufficient capacity to care for 150 tuberculous patients. The attention of the Department has been invited in previous reports to the necessity of establishing such a sanitarium. Preliminary investigations are being made and several locations are under consideration by the Bureau with a view to the selection and recommendation of a site possessing the most favorable conditions for the establishment of a naval sanitarium for cases of tuberculosis in the Navy and Marine Corps.

BENNINGTON AND KEARSARGE DISASTERS.

Two unfortunate incidents, occurring during the year, materially increasing the total of mortality in the service, are to be noted.

While the U. S. S. *Bennington* was preparing, in the harbor of San Diego, Cal., to go to sea on the morning of July 21, 1905, one of her boilers exploded, killing 1 officer and 65 men, and injuring the majority of those on board.

The surgeon of the army post, the surgeon of the marine hospital, and the physicians of San Diego did everything in their power to assist the medical officer of the ship in caring for the injured.

Additional medical officers of the Navy were hurried to San Diego. Through the courtesy of the Army and with the aid of Maj. W. L. Kneidler, surgeon, U. S. Army, a temporary hospital was established in a vacant barracks near the water front. A detachment of hospital corps men of the Army, ordered by the military authorities at Presidio, rendered valuable assistance to the hospital corps men of the Navy sent from Mare Island.

The injured, who were cared for at first in the Agnew Sanitarium and the St. Joseph's Home, private institutions, were transferred as fast as their condition would permit to the temporary hospital. The hospital was closed on the 13th of August and the 25 remaining patients were removed in a special tourist car to Porta Costa, whence they were transferred by navy-yard tug to the naval hospital, Mare Island, Cal.

On April 13, 1906, while the U. S. S. *Kearsarge* was engaged in target practice with the fleet off Cape Cruz, Cuba, the accidental ignition of three sections of the powder charge of a 13-inch gun in the forward turret resulted in the grave injury from burns, external and internal, of the entire personnel in the turret, comprising 2 officers and 12 men. The 2 officers succumbed to the injuries received early on the following day. Five of the injured men died before 10 p. m. of the day of the accident, 3 died subsequently, and 4 recovered.

The forward turret had completed target practice, but a charge remained in the left 13-inch gun, as the time limit had expired before it could be fired. Through accidental contact of the steel extractor used to withdraw the powder charge, in the hands of one of the men, with an electric switch in the turret chamber some of the metal composing the switch was melted by electrical action, dropped to the turret floor, and ignited about 165 pounds of powder just removed from the gun. A detailed report of the unhappy incident, by the medical officer of the vessel, is found elsewhere in this report. Such accidents, in spite of every precaution, appear to be liable to occur, and give emphasis to the opinion of this Bureau that it is especially desirable to have in the fleet, when assembled for the annual record target practice, a well-equipped hospital ship, particularly as the operations of the fleet at this time are in waters remote from a station provided with a naval hospital.

The immediate survivors of the accident on the *Kearsarge* were transferred in one of the armored cruisers to the naval hospital, New York, for further treatment.

RUSSIAN MEDICAL AND SANITARY FEATURES OF THE RUSSO-JAPANESE WAR.

Surg. Raymond Spear, U. S. Navy, who was detailed to report on the medical, surgical, and sanitary methods of the Russian military and naval forces, reached the seat of hostilities late in the course of the Russo-Japanese war, and his observations were, in consequence, largely confined to the army. His valuable report has been published and gives at length the results of his study of the organization of the Russian medical corps, the army hospital corps, female nurses, field organization, the Russian Red Cross service, the provisions for the care of the sick and wounded, the climatic and sanitary conditions in Manchuria, and the medical organization in the army, including its equipment and methods of transportation. Interesting cases are cited

in detail and descriptions are given of Red Cross hospital trains and movable railroad hospitals. The military bacteriological laboratories are noted with remarks on serum therapy and parasitology. Many of the larger hospitals, such as the Liban and German Red Cross hospitals, are described. Hospital barges on rivers and convalescent camps receive attention. Under health reports of the army are mentioned the general health conditions, the prevailing diseases, and gunshot, shell, and other wounds. Remarks upon the disposition of the dead, the use of artificial limbs, and pensions conclude this part of the report.

The last chapter deals with the medical organization of the Navy, naval hospitals, ship conditions during battle, and hospital ships.

This report by Surgeon Spear and that by Surgeon Braisted on the medical and surgical aspects of the war between Russia and Japan permit an interesting comparison of the organization and methods of the medical departments of the army and navy of each country, and demonstrate the value of observations of such matters in time of war by representatives of friendly nations.

NEW BUILDINGS COMPLETED.

The United States naval medical supply depot, Brooklyn, N. Y.—The new building for this depot has been completed and occupied. It is fitted throughout with metal shelving and is practically fireproof. The machinery from the old building has been transferred to it. The advantages of the increased facilities afforded by the new supply depot for the reception and distribution of the large amount of medical and surgical stores now required by the naval establishment have already been demonstrated.

Quarters for medical officers.—The quarters for the junior medical officers at the naval hospital, New York, and the naval hospital, Norfolk, Va., have been completed and occupied. The completion of these houses, two in number at each hospital, makes available for other purposes the rooms formerly occupied by the junior medical officers in the hospital buildings.

NEW BUILDINGS UNDER CONSTRUCTION.

New naval hospital, Naval Academy, Annapolis, Md.—Work on the hospital at the Naval Academy has progressed satisfactorily. The hospital consists of an administration building, a laundry and power house, and north, south, and east wards, with connecting corridors and solaria. It is hoped that it will be ready for the reception of patients by the end of the calendar year. The omission of one ward and the isolation wards from the original plans in order to keep the cost within the allotment renders it necessary, as speedily as possible, to complete the hospital by adding the omitted buildings. The large increase in the number of midshipmen and of officers and men on duty at the station makes the provision of isolation wards especially urgent. Such wards should be provided without delay.

NEW BUILDINGS RECOMMENDED.

New naval medical supply depot at Mare Island, Cal., and new dispensaries at the Mare Island and League Island navy-yards.—The construction of a large building slip immediately in the rear of the naval

medical supply depot at Mare Island, Cal., has necessitated extensive excavating and grading extending to the foundations of the building. A vessel under construction in this slip will be within 20 feet of the depot, will shut off the light, and will make it impossible to carry on work properly because of the noise of the riveting machines. The dispensary for the navy-yard is included in the supply depot building and the disturbance caused by the riveters at work on vessels in the slip will be so great that all the windows will have to be closed to carry on ordinary conversation. Under such conditions proper examination and treatment of the sick and injured in the dispensary will not be possible. The present supply depot is the only one on the Pacific coast and is inadequate and unsafe for the storage and handling of the medical and surgical supplies now required there. The yard dispensary should be distinct from the naval medical supply depot and separate buildings to serve as such should be constructed in suitable locations. The Bureau of Yards and Docks has been asked to include in its estimates for public works the cost of erecting at the Mare Island Navy-Yard a new supply depot ample in size and located on ground near the naval hospital; also of new dispensaries at Mare Island and League Island similar to those at the Norfolk and New York navy-yards. Since this request was submitted to the Bureau of Yards and Docks the removal of the building occupied as a naval medical supply depot and yard dispensary at the Mare Island Yard was recommended as necessary on account of construction work in the adjoining building slip. The Bureau approved the recommendation for the removal of the building in question to the site selected, but stipulated that the removal should be made subsequently to the construction and readiness for occupation of the new medical supply depot proposed, and that, after removal, the building should be fitted up for use only as a yard dispensary. It is desirable that the medical supply depot be in a building separate from that occupied as a yard dispensary. If it is decided that the building at present occupied as a medical supply depot be ultimately moved, as proposed, and used only as a yard dispensary, there will be no necessity for a new dispensary building.

New naval medical supply depot, Cavite, P. I.—At the naval station, Cavite, P. I., the naval medical supply depot has no building of its own, but occupies detached parts of several buildings belonging to other departments of the navy-yard, so separated as to make proper administration impracticable. During the past year its already limited allotment of space was further reduced to afford additional room for another department. In consequence medical stores received from the United States must be unpacked in the open air and only when necessary for use, so that proper inspection, accounting, and care thereof are impracticable, with consequent deterioration and loss. At this depot all medical supplies for the Navy in Asiatic waters are assembled and distributed. The immediate erection of a suitable building is urgently necessary for the protection of public property. An estimate for the construction of a building for the naval medical supply depot on the grounds of the naval hospital, Canacao, P. I., is included in the annual estimates.

Naval hospital, Great Lakes.—The establishment of a naval training station on the Great Lakes designed for a complement of a thousand apprentice seamen, and arranged for subsequent expansion to accommodate two thousand, necessitates suitable provision for a naval hos-

pital which should be finished and ready for the reception of patients when the other buildings of the station are completed. An estimate for the erection of suitable hospital buildings is included in the annual estimates and it is recommended that Congress be asked for an appropriation to insure their construction and completion at the time desired.

NAVAL HOSPITALS AT GUANTANAMO, CUBA, AND CHARLESTON, S. C.

The Bureau again invites attention to the fact that there are no hospital facilities for the care of the sick at the naval stations at Guantanamo, Cuba, and Charleston, S. C. With the development of these stations the necessity for such provision is becoming more and more apparent. At Guantanamo, especially, the need of a hospital with laboratory facilities and quarters for medical officers is immediate and urgent. Naval vessels serving in the West Indies frequently call at this station and leave patients who are too ill to be retained on board ship or who are affected with contagious diseases. These patients have been treated by the medical officers of the *Amphitrite* and *Monongahela* at a detention camp on the southern side of Toro Cay. During the winter maneuvers the vessels of the Atlantic fleet, with an enlisted personnel approximating 10,000 men, pass several weeks in Guantanamo Bay and give a daily average of from 50 to 100 patients who need hospital treatment. Many cases occur in which X-ray work is needed and laboratory facilities are necessary for correct and prompt diagnosis. Accidents involving a number of men have occurred and are liable to happen again, and a hospital is necessary to meet such contingencies. The Bureau recommends that provision be made for the erection of a suitable hospital establishment at the naval station, Guantanamo, Cuba, at the earliest practicable date.

As the nearest civil hospital is nearly 20 miles distant at Guantanamo City, the commandant recommended that some provision be made at the station for the treatment of cases of sickness among the large number of laborers employed throughout the year. The recommendation was approved by the Department and a temporary hospital for laborers was authorized. It is hoped to have this hospital ready for use before the second rainy season begins. During the year the sick laborers have been attended by the medical officers of the station, who have taken great interest in the work.

Twelve thousand dollars were appropriated at the last session of Congress for the construction at the navy-yard, Charleston, S. C., of a dispensary building. When completed, this dispensary will provide for the medical work of the yard in prescribing for men and officers and in giving first aid to the injured, but it will not supply hospital facilities for the care of the sick. The Bureau, therefore, recommends that provision be made also for a hospital at the Charleston Naval Station.

LAVATORIES, WATER-CLOSETS, AND WASH ROOMS FOR SHIPS IN DRY DOCK.

The lack of proper and adequate lavatories, water-closets, and laundry conveniences for the use of crews of vessels in dry dock has long been regarded as prejudicial to the welfare and sanitary interests of

the personnel of the Navy as well as the sanitary interests of the various navy-yards concerned. At the navy-yard, Norfolk, Va., alone, has provision been made for washing the clothes of crews of vessels in dry dock; only at the navy-yard, Puget Sound, Washington, are there lavatory facilities and they are inadequate.

Ample water-closet conveniences for the use of crews of ships in dry dock exist only at the New York, League Island, Puget Sound, and Portsmouth, N. H., navy-yards. These important sanitary deficiencies were noted by the Bureau in its report of last year. Prior to that the special attention of the Bureau of Yards and Docks had been invited to the matter and action as prompt as practicable had been recommended to secure the installation of adequate sanitary accommodations at every naval station provided with a dry dock.

The whole time a vessel remains in dry dock the operation of her lavatories and flushing and sewerage systems is necessarily suspended, and due regard for the laws of personal hygiene and the sanitary welfare of the personnel of the service make it urgently necessary that conveniently arranged and accessible facilities of the character indicated be provided without delay.

HOSPITAL SHIPS.

The necessity for a hospital ship as an integral part of a fleet fully prepared to meet conditions to be expected in actual hostilities is recognized by all military authorities, and it may be confidently assumed that no civilized nation at the present time would be inclined to disregard the obligation to make such provision for the humane care of the sick and injured.

Experience in recent wars has practically demonstrated that a ship designed and built with the distinct object of use as a hospital ship gives far more satisfactory service than a ship diverted from commercial use and equipped for service as a hospital ship.

The Bureau has given much thought and consideration to the subject of hospital ships, and as a result there have been evolved general plans of a model type of vessel, combining the characteristics deemed essential to secure the most efficient and satisfactory care of the sick and injured. In preceding annual reports the construction of two such model-type hospital ships for the Navy has been urged, one for service in the Atlantic and the other in the Pacific, and it is again earnestly recommended that Congress be asked to make provision for them. In 1903 the Department approved this recommendation. It is submitted that a fleet of the magnitude of that of the United States, having due regard to the care and welfare of the sick and injured of its personnel, may not be regarded as fully prepared for a condition of war—which is the normal condition of a fleet—without so important an adjunct as a hospital ship. While it is unquestioned that the service need for a hospital ship exists in a fleet engaged in actual hostilities, it is the opinion of this Bureau that with an aggregation of vessels as large as that composing the United States North Atlantic Fleet, with an enlisted personnel of 10,000 men or more, there is, under conditions of peace, abundant opportunity for the useful employment of a hospital ship. Inadequate hospital facilities would thereby be satisfactorily supplemented, and the sick, now oftentimes necessarily detained on board vessels engaged in active drills, with the

unavoidable discomfort and harm incident to such environment, could be promptly disposed of with resultant relief from inconvenience and embarrassment to the vessel concerned, and increased efficiency through saving the time now lost from duty with the fleet by ships detailed to transfer sick or injured men and officers to a remote hospital or naval base.

It is regarded as important that the Medical Department of the Navy should have opportunity to gain experience, under service conditions, in the administration and management of the hospital ship so far as these concern the medical and hospital corps, and also in the medical and surgical equipment best adapted to secure the highest efficiency.

The *Relief*, which has been repaired at the navy-yard, Mare Island, Cal., and is now in reserve, while not regarded as an ideal hospital ship, will, in the event of being commissioned, satisfactorily meet the present requirements on the Pacific coast. A complete medical outfit was provided for the *Relief* in 1904, and, except so far as unavoidable deterioration may have taken place, is now in readiness for immediate use in connection with that vessel.

The necessity for a hospital ship operating in connection with the United States North Atlantic Fleet has been made apparent during the past year as in preceding years when the vessels have been assembled in the waters of the West Indies for the winter maneuvers and spring target practice. The transfer of a large number of sick in a vessel unprepared for their care, as was necessary during the past spring when the U. S. S. *Columbia* was so employed, and the diversion of the U. S. S. *Pennsylvania* from the fleet, to place her in touch with a naval hospital on account of an epidemic of typhoid fever, would have been avoided had there been a hospital ship on duty with the fleet. In this connection the following extract from the report by the surgeon of the *Pennsylvania*, April 15, 1906, on the epidemic of typhoid fever on that vessel is apropos:

Attention is earnestly invited to the great need of a hospital ship as an auxiliary to the Atlantic fleet during the winter drills at Culebra and Guantanamo, not only as exemplified by the experience of this ship but also by that of probably all the other vessels of the squadron. Over 10,000 men have been assembled and at work in Guantanamo Bay since February 19, and for the sick of this large force there are no hospital facilities other than those provided by the sick bays of the different ships, some good, some fair, and some bad, but none appropriate for a human being seriously sick. The noise and vibration of a war ship in full activity create an irritation of no small moment to a person prostrated by illness in his bunk in the sick bay, from which he can not escape and which it is impossible to eliminate. The contagious diseases of the fleet have been cared for in tents on shore—mumps, measles, and cerebro-spinal meningitis. The whole shore line is infected with insects, and the best of camp hospitals on this station can hardly be considered desirable or safe for the care of contagious diseases.

It is understood that the *Columbia* before going north took on nearly sixty men for transfer to hospital. Many of these had been awaiting a means of transportation for some time and a number were seriously ill. The passage to Norfolk probably did not require more than four days, but even for this period the *Columbia* was in no way fitted for the purpose. It was the best that could be done, however.

The daily average sick list of the fleet may be estimated at from 150 to 200 men, one-third of whom perhaps are relieved from duty for trivial complaints. This gives a daily average of from 100 to 130 men who would reap the benefit of a hospital ship.

Several cases have occurred this winter in which X-ray work was badly needed, and others arose calling for laboratory aid to diagnosis, impracticable to conduct on a densely populated war ship. These could easily have been supplied by a hospital ship.

With the policy of using our undeveloped stations in the West Indies as bases for drills and maneuvers, and with the growing numbers yearly assembled, it would seem that the time had come when the hospital ship should be considered as essential to the large squadrons yearly brought together at these stations. Moreover, the development of the Navy has reached the point where hospital ships should be used not only on the plea of the needs of the present but also on the necessity of preparation and practice for the future.

It is the opinion of the Bureau that it would be a mistake to defer consideration of the important matter of providing for the construction of a hospital ship until such time as there exists a condition of imminent hostilities, and it is hoped that the recommendation regarding the construction of model-type hospital ships may receive favorable consideration.

Appreciating the sanitary value of bacterial investigation for the accurate determination of pathogenic conditions which may exist on board ship and harmfully affect the crew, the Bureau has given consideration to the practicability of installing bacteriological outfits on designated vessels. Lack of available space and conditions existing on cruising ships led the Bureau to decide that the issue of such outfits would be dangerous and inadvisable. Suitable space and conditions for the maintenance of a small bacteriological laboratory, which could be utilized for the needs of vessels of the fleet, would be secured on a hospital ship, and the installation of one is contemplated as part of the equipment of the hospital ships recommended by the Bureau.

HOSPITALS.

The completion and occupation in March, 1905, of the hospital at Canacao, P. I., has satisfactorily met the present needs of the service in the Philippines. The capacity of this hospital has usually been taxed to the limit of its accommodations and, although of recent construction, it has already been necessary to give some consideration to recommendations looking to its enlargement.

The completion of the buildings comprising the naval hospital, Washington, D. C., and its readiness for occupation has secured for this station a thoroughly modern and well-appointed establishment. With the addition of the two pavilions omitted from the plans originally approved because of insufficient funds to build them, the capacity of this hospital will be sufficient for the present needs of the station. The naval hospital at the United States Naval Academy, Annapolis, Md., is nearing completion, and when fully finished will be a model establishment. There remains to be erected, to meet the requirements of the institution, the two isolation pavilions, impossible to build with the amount allotted by the Department for the erection of a hospital, but which formed part of the plans originally approved. The need of these two isolation pavilions is urgent, and the importance of adequate provision for the effective separation and care of cases of contagious disease occurring among the midshipmen can not be overestimated. Provision was made for the enlargement and renewal of the important base hospital at Norfolk, Va. With these exceptions the naval hospitals everywhere are in need of enlargement or reconstruction, to furnish adequate accommodations for the sick and to adapt them to the demands of modern medical and surgical practice. Minor improvements and needed repairs are undertaken as required, but the changes necessitated by reason of structural deficiencies and out-of-date plans,

as well as obsolete methods of construction, are too extensive to admit of their being undertaken until special appropriation of funds has been made. The hospitals urgently requiring more or less complete reconstruction and material enlargement are those at Pensacola, Fla., Philadelphia, Pa., Newport, R. I., Portsmouth, N. H., and the navy-yard, Puget Sound. In addition, there are newly established naval stations of importance at Guantanamo, Cuba, at Charleston, S. C., and the training station on the Great Lakes, where no hospital has been provided and on which the progress of work is so far advanced as to suggest the necessity of immediate provision being made for the care of the sick. Representations as to the inadequate capacity and unsanitary and obsolete features of the various naval hospitals and the desirability of modernizing them so that they may be satisfactory and creditable institutions have been made in the annual reports for the last four years, and the grave importance of the matter warrants the Bureau in again inviting the Department's marked attention to its consideration in the hope that funds for the purpose desired will be provided by Congress.

Naval hospital, Portsmouth, N. H.—This hospital, as stated in previous reports, is inadequate for the present and future needs of the naval station. It contains 27 beds for men and 3 for officers. The increase in the equipment of the navy-yard for construction and repairs, the presence of a large number of prisoners on the *Southery* or in the proposed prison on Seavey's Island, and the encroachment of new workshops on the situation of the present hospital will soon make imperative the construction of a new one of modern type and sufficient size in a more appropriate location.

The present provisions for the care of infectious diseases are very poor.

Only repairs necessary for the preservation of the hospital and out-buildings have been undertaken. The bacteriological laboratory was refitted, a new floor was put down in the kitchen, new rubber matting was laid in the hospital and the interior repainted, the boilers were retubed, and the damage caused by a fire to the boiler house was repaired. During the year 156 patients were treated, 17 of whom remained from 1904. Of these, 125 were discharged to duty, 1 to another hospital, 19 were invalided from the service, and 11 were continued to 1906.

Naval hospital, Chelsea, Mass.—The hospital building, commissioned in January, 1836, is old, and without great expense is incapable of being remodeled to accord with modern ideas of hospital construction. The good results obtained in the treatment of patients, however, are evidence that it has been kept in excellent sanitary condition. The operating room is lacking in many essential features for surgical work, yet the operations done therein have been followed in no case by infection and have given admirable results.

Provision was made by the Fifty-ninth Congress, first session, for the discontinuance of the present magazine in the city of Chelsea, Mass., the sale of such portion of the magazine and naval hospital grounds as may be undesirable for hospital purposes, and the application of the money derived from such sale to the remodeling and modernizing of the present hospital. As the sale of this ground was made provisional, however, upon the erection of a new naval magazine on the New England coast, the funds therefrom will, in all probability,

not be available for the improvement of the hospital for several years to come.

Two residences for medical officers were appropriated for by the Fifty-eighth Congress. Plans for these were prepared, but the bids for their construction exceeded the amount allowed, and it became necessary to make new plans and advertise for new proposals. When these houses are completed, the quarters in the hospital now occupied by officers will be adapted for the use of the sick. During the year the barn, wagon house, boiler house, sterilizing house, annex, and cupola were resingled or renewed. The walls and ceilings of the pest house were repaired. The walls and ceilings of the dead house were repainted, the interior renovated, and a new roof put on. The ambulance barn was painted and new flooring laid in the stalls. The boathouse was repaired and painted. The pier was repaired, and loose stones in the sea wall were replaced and backed with concrete. One thousand five hundred yards of wire fence were repaired or renewed. Repairs were made to broken ceilings of fourth floor and cellar of hospital, to iron gate at entrance to hospital grounds, to dumb waiter, to copper flashing of skylight of boiler room, to Dow portable electric machine, to plumbing of operating room and of urinals in annex, to sewer openings, and to miscellaneous plumbing. Ten screen doors in coal shed, bath tub and water-closet in surgeon's quarters, and two wall medicine brackets and glass shelves in second and third floors dressing rooms of hospital were replaced, and one water-closet bowl on third floor of annex was renewed. The electric fixtures and wiring of the hospital were repaired and altered. An X-ray machine was installed. The board walks were repaired, all wood furniture and woodwork in hospital and smoking room was painted, and the grounds and cemetery were cared for and kept in good condition.

There were treated in this hospital in 1905, 523 patients, of whom 45 were continued from 1904. Of these, 345 were discharged to duty, 67 from the service, 18 to other hospitals, 5 to the Government Hospital for the Insane, 7 were invalided on leave, 4 died, and 77 were continued to 1906.

Naval hospital, Newport, R. I.—During the year, and especially during the past winter, the capacity of this hospital has been overtaxed, because of the large increase in the number of apprentice seamen at the Naval Training Station, and on account of the prevalence among them of epidemics of infectious diseases. The hospital is manifestly insufficient for the station. The pavilion for contagious diseases has been crowded beyond its limits, and the use of tents has been necessary for the overflow of patients. This pavilion itself is badly arranged, and makes the proper isolation and treatment of infectious diseases very difficult. Tents are entirely unsuited for such purposes at Newport during the winter months when infectious diseases are most prevalent, owing to the cold, rain, snow, and severe winds. Fortunately the extensive epidemics of measles and mumps, which entirely overflowed the isolation buildings, occurred in the spring of 1906 when tents could be used to house the patients. But even then the tents were blown down and badly torn by the violent winds, and temporary shelter until repairs could be made, was given the occupants in the carpenter shop and in the furnace room in the base-

ment of the infectious building, into which they were crowded with great discomfort. If these epidemics had occurred in midwinter tents could not have been employed, and the hospital would have been helpless to deal with the large number of patients, as the main building was full of medical and surgical cases, and no part of it could have been set aside for the care of cases of infectious disease. During the epidemics of measles and mumps cerebro-spinal meningitis was prevailing. The cases of this disease were treated in the smaller isolation building, and the cases of mumps and measles were cared for in the other and larger one on separate but connecting floors until the tents could be utilized. It is therefore evident that the construction of an additional isolation building for the care of infectious diseases at the Newport hospital is an imperative necessity, and the Bureau recommends that a building for this purpose be provided for and constructed to accommodate not less than 50 beds. The main building of the hospital, originally built as sick quarters for the training station when the number of apprentice seamen was comparatively small, and subsequently transferred to the control of the Bureau of Medicine and Surgery, has the faults of a building erected for the care of the sick without the guidance of expert advice in hospital construction. Subsequently, to meet the needs of the station as it was progressively enlarged, a special appropriation was secured and three pavilions were erected adjoining the hospital and occupied in 1902. Owing to the conformation of the ground these pavilions are below the level of the main building and were built without cellars and without means to secure proper ventilation of some of the wards. They are, unfortunately, not sufficiently strong in construction and are so shaken by the winter storms that the plaster is constantly broken and other damages are inflicted which need repairs. Realizing that the available ground of the present site is not sufficient to permit of the proper extension of the hospital to the capacity needed by this important station, the Bureau does not consider that further additions to it should be made. New barracks have been completed and occupied at the Naval Training Station, and the number of apprentice seamen has been nearly doubled. Experience has shown that the present hospital accommodations are inadequate to meet properly the requirements of the increased personnel, and its location is too restricted to admit of satisfactory enlargement of its accommodations, and, therefore, the Bureau is of the opinion that a new site with ample room for all essential buildings, preferably not on the island nor in proximity to the War College, should be secured, and on it should be constructed a well appointed, modern hospital establishment.

At the last session of Congress an appropriation of \$15,000 was made to build quarters for the medical officers who are now obliged to live in the hospital, and another of \$5,000 to make the quarters to be vacated by them available for the sick. It is recommended that Congress be asked to make appropriation for a modern hospital at this station and for the purchase of a proper site for the same.

Owing to the unsubstantial character of the workmanship in this hospital, numerous repairs have been necessary.

The roadway approach to and around the entire front of the hospital was practically rebuilt, and other parts of the road were filled in where necessary with crushed stone and gravel. All bare places in the hospital lawns were cut out and sodded. The eroding bank along

the shore in front of the hospital was rebuilt with stone and cement in places at which it had caved in.

The entire roof of the main hospital building, exclusive of the wings, was resingled, and the crude and leaky skylight over the operating room replaced with a new modern one. The slate roof of the infectious building was thoroughly repaired. An insecure brick pier and twisted beam on it under the new addition to the main hospital were put in a secure condition. The area way leading to the basement of the main hospital and the piazza between the main building and the north wing were housed in for the winter months with a structure which can easily be removed and put up again when required. The tool shed at the extreme end of the north wing was extended to the west about six feet to allow protection from the weather to the horse and carriage while waiting between trips during the day.

Falling and insecure plastering in operating room, hall ways, and other places where danger required its removal was taken down and replaced.

One new siphon flush bowl was put in the sick officer's water-closet to replace a broken one, and a new linoleum to cover the floor was laid. Three other flush bowls were also necessary for other water-closets of the hospital. These siphon flush bowls replaced are excellent ones, but on account of the settling and the shaking of the buildings by the winds, both the lugs broke off at the flush and siphon attachments in such a way as to make repair impossible. In view of the above facts a more simple and apparently as effective a bowl was procured, with flexible rubber connections, for the last three bowls replaced.

The flush bowls, flush tanks and urinals in both the main and infectious buildings were all thoroughly overhauled and cleaned, and two of the old urinals that had been repaired in years past and had finally got beyond repair, were replaced with new ones. All other plumbing in both buildings was put in good condition, and supplied with new parts where necessary. Pipes in the basement of the infectious building burst by freezing were taken out and replaced with new piping.

Pipes and faucets in the operating room burst by freezing were taken out and replaced, and immediate steps taken to prevent a recurrence of this trouble, by connecting the large heater in this room directly with the auxiliary boiler. Heretofore it has been impossible to heat at all times from the main heating system this exposed room, situated as it is on the northwest corner of the upper floor of the main building, and exposed to the full force of the west and northwest winds of the winter months, which made the room too cold to operate in on some days. The change mentioned has remedied this condition and no further trouble in subsequent winters is expected.

The engine and governor of same, the steam pump and mangle of the laundry were thoroughly overhauled, cleaned, and supplied with new parts where necessary, and a new 10 by 10 inch pulley was put on shaft connected with the washing machine.

The main and auxiliary boilers were tested about ten months ago, and such pipes and valves as were necessary were procured and installed. The auxiliary boiler was connected with the steam feed-pump of the main boilers, and all boilers are now connected with a

brick cistern 8 by 8 feet, built the latter part of last December on the south side of the engine room, to receive all the condensed water from the heating system and to be filled, if necessary, from the city water supply. A supply of water to run all the boilers in the main hospital, in the event of the freezing or injury of the water mains, was thus obtained and a considerable reduction in the amount of the quarterly water bill of the hospital was secured while it was made practicable to run the boilers with condensed water and so to prevent the corroding and pitting of the boilers and pipes which had hitherto taken place to a considerable extent.

On examining and testing the boilers, May 19, before shutting down the two main boilers for the summer, one of the main boilers was found to require immediate repairs at one of the handhold plates, in order to start it up again while the auxiliary boiler, which was found to be unsafe to run, was repaired. A new and larger one was procured and put in place in view of probable increase in the demands on the present heating and power systems at this place. A check valve was put in the circulating pipe of the hot-water tank over the main boilers to correct the trouble it had caused by forming steam and forcing it through the cold-water pipes of the building. The steam traps were overhauled and a new steam trap installed in connection with the change in the heating of the operating room. Numerous repairs were made to the pipes of the heating, water, and plumbing systems throughout the year.

A new steam coil was put in the hot-water tank of the infectious-disease building. A broken radiator was taken out of this building near the latter part of the winter and a new one will have to be procured to replace it. The steam pipes in the cellar of the main building under the dispensary and the medical storeroom adjoining it were encased in sectional asbestos covering.

Two new sections of grate bars for the fire box of one of the main boilers, grate bars, rings and covers for the kitchen range, and grate bars for the hot-water and small steam boiler in the infectious building were procured.

The old stovepipe in the small infectious pavilion was replaced by a new one.

Considerable painting, varnishing, bronzing, and whitewashing were done throughout the hospital buildings during the year, and a little outside painting was required.

All iron beds, bedside lockers, and chairs were white enameled several times.

Carpenter work of a minor character, in addition to that previously mentioned, such as repairing doors, windows, furniture, leaks in roofs and around windows, taking down and putting up tent frames, storm windows, etc., went on continually.

Eight new white enameled beds and four navy standard tents were added to the hospital's outfit; the latter were put up over wooden frames and platforms and heated with cone-shaped stoves loaned by the Training Station and have been in use since March 15, 1906. These tents have needed frequent repairs on account of the severe winds. There were 671 patients under treatment during the year, 30 of whom were continued from 1904. Of these 493 were discharged to duty, 28 to other hospitals, 82 from the service, 2 deserted, 11 died, and 55 were continued to 1906.

Naval hospital, New York, N. Y.—The following repairs and improvements were made in the naval hospital, New York, and grounds during the fiscal year ending June 30, 1906: All defective bricks were replaced, the stone coping in front of the steps and retaining walls of the annex building was relaid, and the roof of the front porch was repaired. A Hamilton-Low dish-washing machine was installed. Steam-cooking utensils and copper coffee and tea urns were put in the hospital kitchen and connected with new copper pipes to carry off the waste steam and vapor, and metal ceilings were placed in the kitchen and the two adjoining rooms. A defective waste pipe in the laundry was replaced with heavy pipes and a new foundation was put under the wringer. A heavy galvanized leader was put in the pesthouse. A corroded steam pipe in the conduit leading to the medical director's residence was replaced and a burst water main in the roadway and broken water pipes leading to the stables were repaired. The roofs of all the hospital buildings proper were repaired and thoroughly painted. Necessary minor repairs to the plumbing and steam-heating plant and all necessary carpentering, repairing iron, and wood furniture were made. The hospital building annex, smallpox building, and outhouses all received the yearly overhauling, painting, cleaning, and repairing, and are in good condition. A new privet hedge and some trees were planted along the north and west walls inclosing the hospital.

The cemetery was further graded and leveled along the eastern railing and over the graves previously marked with wooden headboards, 55 regulation tombstones received from the Quartermaster's Department, United States Army, were erected. Concrete pavement was laid in the area between the boiler house and the coal shed and the road between the new supply depot and the cemetery gate was relaid by the hospital force. A wooden block roadway and concrete sidewalks and steps with granite curbs and necessary catch basins and drains around the new naval medical supply depot were completed.

Two new houses for medical officers were completed, furnished, and occupied, and the ground around them was graded, terraced, sowed with grass seed, and laid with wooden walks.

With the completion of the new building for the naval medical supply depot the old building formerly used and designated as the naval laboratory is at the disposal of the Bureau for other purposes. It adjoins the naval hospital, is of the same style of architecture, and with the necessary alterations can be used to increase the capacity of the hospital to meet the demands for additional hospital space for several years to come. The Bureau recommends that an appropriation be made effective to adapt the old laboratory building to hospital purposes.

Although the present hospital is in excellent condition, and, on the whole, modern in appointments and satisfactory in equipment, it is inadequate in capacity to meet fully the present requirements of the service. The annex for infectious diseases is especially open to criticism. It is far too small to permit the proper isolation and safe treatment of several types of infectious disease at the same time. This annex should be enlarged, remodeled, and equipped for the isolation and independent control of the large number of cases of infectious disease which every year require treatment.

During the year 1905 there were in all 941 cases under treatment at

this hospital, 131 of which were continued from 1904. The total number of cases was 306 less than for the previous year. The average daily number of patients was 94.79, and the average duration of treatment for each case was 36.76 days. Of the cases treated, 541 were discharged to duty, 29 to other hospitals, 192 were invalided from the service, 11 died, 17 were invalided on leave, 8 were transferred to the Government Hospital for the Insane, 23 deserted, and 120 were continued to 1906.

Naval hospital, Philadelphia, Pa.—The naval station at League Island, Pa., has outgrown the capacity and the equipment of this hospital to provide for its needs. The hospital is old, its design is not in keeping with modern requirements in hospital construction, it lacks conveniences which are essential to a naval hospital, and is not satisfactory for present service demands. The growth of the city in its vicinity has surrounded it with railways and manufacturing establishments. Rubber factories and oil refineries pollute the air with black smoke and nauseating odors, and passing railway trains shake the building with their noise and add to the discomfort and suffering of the sick. In addition to these unfavorable conditions, the location of the hospital has the disadvantages of inaccessibility and remoteness from the receiving ships and barracks, which supply its patients. The distance of the hospital from the navy-yard is so great that the ambulance must make a journey of 14 miles at each round trip, and this entails serious delay and suffering in grave cases. A separate building for the treatment of contagious diseases is urgently needed at this hospital. At present the third floor of the hospital is used for such cases, but it is not available for the purpose in winter, as the heating system does not extend higher than the second floor. As there is no elevator, the third floor can be reached only by passing through the halls and lower wards, and, in consequence, infection of the occupants of these wards has occurred. While the League Island Navy-Yard is advancing in importance and in its facilities for construction and repair, and while the number of recruits at the receiving ships and barracks is yearly increasing and giving more and more sick to be cared for, the hospital accommodations are the same as they were forty years ago. The necessity for the provision of a new hospital of ample size and modern design is plainly shown by these facts. The Bureau therefore recommends that a site at or near the navy-yard be secured and on it an adequate hospital be constructed, and that the present hospital be then used for the care of the inmates of the Naval Home, the number of which will increase with the strength of the personnel of the Navy.

In addition to the annual repairs to the plumbing and to the steam heating and power plants, other items of expense were incurred for repairs to buildings and grounds, to roofs of engine house and coal shed, and to roof, water spouts, and drain of hospital. The call-bell system was put in good order, and the filters were cleaned, repaired, and refilled. The interior woodwork of the hospital was painted and improved sanitary water-closets were installed in the four main wards.

There were under treatment during the year 654 patients, of which 81 were continued from 1904. Of the total number of patients under treatment, 412 were discharged to duty, 3 to other hospitals, 4 to Government Hospital for Insane, 4 were invalided on sick leave, 61 were discharged for admission with a changed diagnosis, 49 were invalided

from service, 4 deserted, 17 died, and 42 were continued to 1906. There were 118 cases of contagious or infectious disease treated during the year.

Naval hospital, Washington, D. C.—In connection with the new hospital at the Naval Medical School, the old hospital will be employed as an annex, especially for infectious diseases, because the insufficiency of the original appropriation made it necessary to omit from the plans of the new hospital one pavilion and an isolation ward. Needed repairs to the building were made during the year. The interior of the hospital was painted and the woodwork varnished. Weather stripping was put on all windows. A hot-water tank in the kitchen was attached to the steam plant to secure a continuous supply of hot water. A large cold-storage plant was installed and resulted in a saving of 50 per cent in ice. The main boiler of the steam-heating plant was thoroughly overhauled, retubed, and patched. The rain spouting and part of the roof of the barn were renewed. The cement walks in the grounds, cracked by freezing, were repaired. Wards were arranged in the stable for the isolation of cases of contagious disease and proved very useful. The operating room is antiquated, but with great attention to aseptic methods operations were performed in it with marked freedom from infection and with excellent results.

There were 361 patients under treatment during the year, 30 of which were continued from 1904. Of these 319 were discharged to duty, 4 to other hospitals, 4 to Government hospitals for insane, 18 were invalided from service, 4 deserted, 6 died, and 36 were continued to 1906.

The Naval Medical School hospital, Washington, D. C.—The new hospital structure appropriated for by the Fifty-seventh Congress and erected on an admirable site in the grounds of the Naval Medical School has been completed and will be opened for the reception of patients on October 1, 1906. As originally planned, at an estimated cost of \$200,000, the new hospital was of sufficient capacity, but this amount was reduced in the Department to \$125,000, and it could not be so completed under the appropriation made by the naval act of March 3, 1903. The Bureau has consequently been obliged to include in its annual estimates the cost of the erection of an addition, symmetrical with the northeast pavilion, solarium, and connecting corridor. It is earnestly recommended that an appropriation be requested of Congress for the construction of this addition, which is considered essential to the completion of the hospital and necessary for its sufficient enlargement to accommodate its quota of patients.

The Department has authorized the designation of the new hospital building as the Naval Medical School hospital.

Naval hospital, Norfolk, Va.—For the renovation of the present hospital building at Norfolk, Va., and the erection of new wards, not to exceed \$200,000, \$100,000 were appropriated at the last session of Congress. With this appropriation the Bureau hopes to enlarge, remodel, and renovate this hospital as speedily as possible and to adapt it to meet the demands for a base hospital of the first class at Norfolk, growing out of its geographical position and the magnitude of the naval interests in its vicinity.

Repairs to the present old and much-worn building were constantly required during the past year and were made as necessary. An X-ray machine with accessories was installed. A new ice box with a large

room for meats, eggs, etc., capable of holding 4 tons of ice, was built outside the house under the first floor veranda, adjacent to the serving room. A small ice box, with a storeroom, was put in the doorway where the old box stood to supply the wards during the night and the immediate necessities of the kitchen. A range with four ovens and four fire pots was installed in the kitchen. The three steam generators were completely overhauled and retubed, a new smokestack was erected over generator No. 3, and the boilers were all connected with the city water supply. A new floor of paving bricks was placed in the boiler house, new steam pipes were laid from the boiler house to the front wing of the hospital, and all steam piping in the drying room of the laundry was renewed. The building was whitewashed twice, and the roof, smokestack, boiler coverings, piping, and interior woodwork were painted. The cemetery was kept in good order, the walls were painted, and the headstones required were set up. With the permission of the Bureau, the Army and Navy Union erected a small monument in the cemetery in memory of their deceased comrades. This monument, a graceful shaft about 9 feet high and surmounted by an urn, was unveiled by the President of the United States on the 30th of May, 1906.

Two residences for junior medical officers, constructed along the drive between the hospital building and the medical director's quarters, were completed and occupied. These houses are handsome in appearance, commodious, and comfortable.

The request of the city engineer of Portsmouth, Va., to lay and maintain a 24-inch sewer for the city of Portsmouth through the naval hospital grounds was approved by the Department on the recommendation of the Bureau, under such provisions and restrictions as would secure to the Government unembarrassed possession and control of the hospital grounds, without any expense for the construction and maintenance of said sewer, and upon the further condition that the Government reserved the right to make connections at any time with the proposed discharge main for the disposal of the sewage of the naval hospital, and that the grounds should be restored to as good condition as they were in before the work was undertaken.

An iron gateway, a duplicate of the one at Green street, was erected opposite Villa street, and a double driveway of oyster shells, with stone foundations, was built from the main roadway. A gate was built over the new concrete bridge leading to Portsmouth. A riprap was built along a portion of the brick wall in front of the medical director's residence with stone from the foundation of the old stone wall removed from Hospital Point. A substantial dock of the same dimensions as the old one at Hospital Point was erected under the army engineer at the new terminal wall at the foot of Sycamore avenue. The old boat-house was placed on the dock, with the new boat landing near it, in the same relative positions as before. There are now 16 feet of water alongside the front of the new dock at low tide. In digging to make the foundations for the new terminal wall brick masonry was found, which is supposed to be a part of the site of old Fort Nelson. The Bureau has approved the wish of the local chapter of the Daughters of the American Revolution to mark the spot with a marker furnished by the War Department.

There were 1,252 patients under treatment during the year, of which 133 remained from 1904 and 11 were supernumeraries. Of the total

number treated, 883 were discharged to duty, 14 to other hospitals, 109 from service, 12 to sick leave, 16 to Government Hospital for Insane, 14 deserted, 13 died, and 180 were continued to 1906. Of the 11 supernumeraries 6 were members of the crew of the Brazilian training ship *Benjamin Constant* and were affected with beriberi. They remained in the hospital twenty-seven days. The lighter cases recovered and the severer cases were able to walk when they were sent to the ship to return to Brazil.

Naval hospital, Port Royal, S. C.—Only minor repairs were made during the year to this hospital. A new floor was laid in the kitchen, the verandas were repaired, new guttering was run around the building, and a new pump was installed. The station at Port Royal, S. C., is admirably suited to meet the needs of the service for a quarantine establishment to stamp out epidemic disease on board ship which has grown beyond the ability of the general hospitals to care for. Instances occur in which it is necessary to vacate ships temporarily in order to disinfect them and free their crews from infection. For this purpose the Port Royal station proved invaluable in the cases of the *Buffalo* and the *Prairie*. In view of the fact that serious epidemics are liable to occur on vessels of the Navy, which can be dealt with properly only at a quarantine station, the Bureau recommends that the Port Royal station be made available for use by the Medical Department of the Navy as a quarantine establishment for the management of epidemics of infectious diseases on naval vessels.

There were under treatment in this hospital 104 patients, of whom 2 remained from 1904. Of these, 92 were discharged to duty, 1 to another hospital, 2 from the service, 1 on leave, and 8 were continued to 1906.

Naval hospital, Pensacola, Fla.—Although the unsuitableness and inadequacy of the naval hospital, Pensacola, Fla., have been fully set forth in previous reports and the necessity for its improvement and enlargement has been repeatedly urged, the Bureau notes with much regret that recommendations to increase the efficiency of this hospital have failed to secure favorable action. The naval station at Pensacola is growing in importance from year to year and the provision of facilities for the proper care and treatment of the sick should go hand in hand with the increase of the personnel and the extension of naval interests in the Gulf. During the past year, at the time of the presence of the fleet for target practice, the hospital was overtaxed. All available room for the accommodation of patients was used and the porches were occupied by beds. May 27, 1905, it was necessary to crowd 42 patients into a space which can properly accommodate only 32. The primitive nature of the arrangements for the care of these patients was emphasized by the absence of a system of sewerage, of a laundry, of an isolation ward for contagious diseases, of a suitable laboratory for chemical and bacteriological work, of storerooms for the safe-keeping of hospital supplies and provisions, and of facilities for bathing and messing and administration. Owing to these deficiencies the patients are subjected to great discomfort and inconvenience which an ample appropriation from Congress would enable the Bureau to correct. The medical staff of the hospital are compelled to live in unsuitable quarters. The entire hospital establishment is discreditable to the Navy and forces the medical department to work at a very great disadvantage. The Bureau earnestly recommends that Congress be

asked to make an appropriation, to be immediately available, for the improvement and enlargement of the present hospital, and also for the construction of two residences—one for the medical officer in command and one for a junior medical officer.

The camp for tuberculosis completed its second year with the close of 1905. The tents now number 27 and accommodate 54 patients. The open-air life at this camp is absolute. The men not only sleep but also eat in the open air. The latter is undesirable because of the inclemency of the weather in winter, which quickly cools the food and renders it unappetizing. A frame dining room, which could be properly heated, would be better for the health of the patients. The food supplies during the past year were satisfactory. The milk is regularly examined and is of fair quality. A special diet kitchen, with a cook experienced in preparing food for the sick, would add greatly to the efficiency of the camp. In order to promote the efficacy of the open-air regimen to which tuberculous patients are subjected an effort is made to employ them for a reasonable amount of out-of-door work under proper supervision. The total number of cases of tuberculosis treated during the year 1905 was 99. The following disposition of these was made: Invalided to another hospital, 1; from service, 28; on leave, 2; died, 7; discharged to duty, well, 21; from service, expiration of enlistment, not cured, 10; continued, 30.

The following repairs and improvements were made to the hospital establishment: The hospital buildings were painted inside and out. All fire grates were reset. The verandas and all plumbing and leaks in roof and gutters were repaired. Sinks and drains were installed in the kitchen and laboratory. The building used as quarters for the hospital corps and the brig were made mosquito proof; wooden covers were placed over cisterns, useless wells were filled up, and four mosquito houses were built, two for each hospital building. Storerooms for the hospital were completed. An additional pump was installed for the water system. Board walks were laid, mosquito screens were renewed and refitted, and a bath house with two shower baths was installed. All outhouses were whitewashed or repainted and the surrounding wall was yellow washed. The road in the hospital inclosure was repaired. A separate latrine was fitted up for the nontubercular patients. A board walk to the beach was completed. A small wharf was built by convalescents. Seven street lamps, obtained from the navy-yard, were put in use about the grounds. During the year 291 patients were under treatment in the hospital, of which 65 remained from 1904. Of the 291 patients, 164 were discharged to duty, 31 to other hospitals, 42 were invalided from the service, 4 on leave, 1 to Government Hospital for the Insane, 2 deserted, 10 died, and 37 were continued to 1906.

Naval hospital, San Juan, P. R.—This hospital has proved invaluable for the medical and surgical treatment of the sick of the vessels serving in the West Indies and of the ships of the Atlantic Fleet during the winter maneuvers. Surgical work has been carried on in its operating room with most excellent results. However, although its equipment is modern its facilities are crude in many respects and it is recognized as only temporary in character. A larger hospital of better type is desirable for this station, but the necessity for its erection is not immediate. During the year gradual improvement was made in

the appearance of the hospital and grounds and in the means for the care of the patients. The main building was reroofed with corrugated galvanized iron and at the same time the roofs of the three adjacent buildings, viz, operating room, mess hall, and water-closet, were painted. The interior of the hospital was painted throughout. The roof of the surgeon's quarters was repaired and painted. A commodious stable and ambulance house, lighted by electricity, was built. The ambulance was made over and painted. Constant attention brought about much improvement in the lawns and roadways and the annoyance caused by the blowing about of loose sand was practically done away with. A cement walk was laid from the Military road to the entrance of the main building. A water meter was purchased and put in at the junction of the hospital system with the city water main. A double range was installed in the kitchen. A new flag pole was erected, painted, and equipped.

During 1905 373 patients were treated, of whom 23 were continued from 1904. There were 290 discharged to duty, 29 to naval hospitals in the United States, 28 were invalided from the service, 6 died, and 20 were continued to 1906. The daily average of patients was 33.25, and the average number of sick days for each was 32.53.

The tents and cots used for the quarantine camp were overhauled and repaired and a cluster of four 32-candlepower incandescent lights was placed on the camp site.

Naval hospital, Sitka, Alaska.—When the old storehouse, which had formerly been used as a hospital, was abandoned on account of its decayed condition, a small frame building was leased for the treatment of the sick of the marine command at Sitka. The lease expires by limitation in November, 1906, and whether the landlord will renew it or not is problematical. The building is conveniently located just across the street from the marine barracks, and is the best obtainable for the purpose. It contains a small room for the surgeon's office, which is also used as an examining room. The dispensary serves as a hall way for entrance into the only ward, and as an operating room, for which it is entirely unsuited. If the landlord refuses to renew the lease of the present hospital building the only way out of the difficulty will be to build a new hospital. Two hundred feet in the rear of the marine barracks is a plat of land owned by the Government and now in the custody of the deputy collector, called the Crows Nest. This land is high, overlooks the bay and the surrounding houses, is easily approached by a gentle slope, and is the best location in the vicinity for a hospital. Its transfer to the Bureau for hospital purposes is recommended. Just opposite the town of Sitka and about 400 yards distant across the channel is Japonski Island, containing nearly 700 acres and belonging to the Navy Department. This island would be an admirable place to construct a small building for contagious diseases, as it is uninhabited.

The inhabitants of Sitka and the surrounding country, including the small town of Killisnoo, are entirely dependent upon the medical officer of the station for medical and surgical treatment. The nearest civilian doctor is at Juneau, 195 miles distant. It is necessary in the interests of humanity to admit serious emergency cases to the naval hospital, and to extend its facilities to enlisted men of the Signal Corps of the Army, of the revenue cutters cruising in Alaskan waters, and of

the merchant marine. In the isolated territory of Alaska the relations between the Medical Department of the Navy and the people are practically the same as in the islands of Guam and Tutuila.

During the year 26 patients from the Navy and 16 from other sources were under treatment in the hospital. The daily average of patients was 1.25. There was one death.

Naval hospital, Puget Sound, Washington.—This hospital, a small frame building with a capacity of 16 beds, is inadequate to provide the remote naval station at Puget Sound with satisfactory hospital facilities. Originally built to serve as sick quarters for the navy-yard, it was transferred to the Bureau by the Bureau of Yards and Docks, and for convenience of administration was designated as a hospital. Although it has since been somewhat improved to adapt it for hospital purposes, it can, at best, be regarded only as a temporary makeshift. Its site is objectionable on account of the noises of the workshops and will soon be required for other uses by the navy-yard. There has been a steady increase in the number of patients admitted to the hospital since it was opened in May, 1903. The total number of patients for 1903 was 89; for 1904, 129, and for 1905, 224. During the summer months, when the ships of the Pacific Squadron go north, the hospital is unable to accommodate all the patients and tents have to be used to house the overflow. A small building was obtained from the department of Yards and Docks for use in isolating cases of infectious disease, and 9 beds were thus added to the 16 beds of the hospital. Objections have been raised, however, to the proximity of this house to the marine barracks. Naval interests at Puget Sound are increasing in importance, and the present insufficient hospital accommodations at this remote naval station should not be overlooked. Upon inquiry it has been learned that an ideal site in the vicinity of the navy-yard, conveniently located and not yet improved, can be secured. The Bureau recommends that provision be made for acquiring this plot of ground and for erecting on it a modern hospital establishment of ample capacity to meet the present and future demands of this growing naval station.

The equipment of the present hospital is modern and within the limits of its capacity it is satisfactory. The small laboratory established during the first year has been of much value to the station as an aid to diagnosis. The local physicians have been encouraged to send specimens from their patients for examination and in this way early diagnosis of contagious diseases in the families of yard workmen may be made and the station can be better protected from infection.

Repairs made during the year were of minor importance and included repairs to the boiler, plastering, range, steam-pipe valves of the heater, and ventilators of the roof. The main building and isolation hospital were completely screened. A hand ambulance was constructed in the yard and a shed for its shelter was built at the rear of the hospital. The exterior of the main building and pesthouse was painted and a coat of glazed paint was given the interior of the operating room.

There were under treatment 236 patients, of which 12 remained from 1905. Of these 205 were discharged to duty, 14 from the service, 1 was invalided on leave, 1 died, and 15 were continued to 1906.

The only other naval hospital on the Pacific coast of the United States is at Mare Island, Cal. Without more ample facilities at

the Puget Sound Station the Department will be unable to provide hospital accommodations for the sick of the Navy on the Pacific coast. Estimates for the erection of suitable hospital building and quarters for the medical officer in command are included in the annual estimates.

Naval hospital, Mare Island, Cal.—The accommodations of this hospital were fully taxed during the year in caring for the sick of the naval stations at Mare Island and San Francisco, of the Pacific Squadron and of the fleet in Asiatic waters who were invalided to the United States. Although the hospital was completed and occupied in 1900 and is modern in type and appointments the increase in the naval personnel has since been such that its inadequacy in capacity is already manifest. As it is the only hospital of any importance on the Pacific coast and the demands upon it are yearly increasing its accommodations should be ample and extensive, and provisions for increasing its capacity are necessary. The detached building for the care of contagious diseases is too far from the main building and too small for the proper isolation and control of the various forms of infectious disease which often require treatment at the same time. The necessity for increasing the efficiency of the hospital was appreciated by the last Congress, which made an appropriation of \$12,000 for a surgical-ward building for surgical cases and an operating room; of \$8,000 for a new building for infectious diseases, and of \$5,000 for a new power house. When these additions are completed a most desirable and necessary advance will have been made in the facilities of this hospital to meet the present and future demands of the service.

Considerable damage was done to the hospital by the earthquake of the morning of April 18, 1906. The chimneys of the main building were thrown down and their granite tops crashed through the roof in several places. The plaster in this building was badly cracked in many places and in some of the wards and rooms it was broken from the walls and thrown to the floors. The chimneys were entirely repaired and the damaged roof was restored to its former condition. As an additional precaution against future earthquakes the chimneys were firmly strapped with steel bands, and on account of their great weight the granite tops were not replaced. The damaged plaster was repaired.

When the electric elevator was extended from the second to the third floor the specifications did not include means by which it could be operated from the third floor. This was remedied by placing in position a slate-lined terminal box, switch, etc. The usual minor repairs were made during the year to buildings, pavements, fences, and hospital property of all descriptions. Headstones were placed in position over unmarked graves in the naval cemetery and it was kept in good condition.

Among the more important repairs may be mentioned repairing the cast-iron fronts of the hospital boilers and replacing the grate bars therein, renewing the cast-iron arch over the fire doors, and installing hand-lifting gear for the safety valves. The main kitchen sink was relined with galvanized steel and the drain board replaced. A new laundry stove and hand irons were provided for the laundry, and a new stove placed in the carpenter shop for heating and other purposes. The steam radiators were provided with new valves of an improved pattern and the entire steam-heating system was overhauled and

placed in good condition. Five hundred feet of enameled steel conduit for electric wires at the stable were placed in position to guard against danger from fire. The platform of the coal shed was replaced.

There were under treatment in this hospital during the year 849 patients, of which 100 remained from 1904. Of these, 562 were discharged to duty, 20 to other hospitals, 156 from the service, 11 to a hospital for the insane, 11 were invalided on leave, 5 deserted, 9 died, and 75 were continued to 1906.

Naval hospital, Yokohama, Japan.—The absence of our vessels from Japanese waters in consequence of the Russo-Japanese war reduced somewhat the number of cases treated in this hospital during the first half of the year. With the establishment of peace the admissions materially increased. Of the total number under treatment 19 per cent were officers and 65 per cent of these were returned to duty on the station. The facilities and accommodations for the care and treatment of the enlisted personnel are satisfactory, but there is need of a new building, incorporating the offices, mess hall, and sick officers' quarters to replace the old main building, and of a new kitchen. The Bureau has an appropriation for this purpose. A small mortuary building and a detached building for contagious diseases are also necessary.

At the last session of Congress an appropriation of \$5,000 was made for the purchase of a lot adjoining the hospital grounds. The acquisition of this lot will provide the much needed space for a mortuary, stable, and servants' quarters.

During the year a complete steam-heating system was installed. The kitchen, mess hall, and the old main building were painted and papered, and these, as well as the quarters of the commanding officer, were rewired for electric lighting in conformity with the new regulations of the Japanese Government. The old detached ward was razed and its site was sown with grass seed for a lawn. A pavilion was built on the mound in the grounds to serve as a smoking room for patients to take the place of the smoking room in the old ward. A coal shed was built in the rear of and adjoining the annex. New servants' quarters were constructed to replace those in the detached ward. The usual minor repairs were made.

During the year there were under treatment 103 patients, of whom 9 remained from 1904. Of these 64 were discharged to duty, 12 to hospitals in the United States, 2 from the service, and 25 were continued to 1906.

Naval hospital, Canacao, P. I.—After occupation for a year, during one wet and one dry season, the Canacao Hospital has fully demonstrated the wisdom of its construction and its admirable fitness for the care of the sick in the climate of Manila. The wide verandas afford space for expanding the bed capacity, without which the hospital would be at times seriously crowded. The verandas are utilized also for the treatment of all tuberculous patients to await transfer home at the earliest moment after the nature of their disease is determined. The reservation is admirably located on a peninsula between Manila Bay and Canacao Bay in the sweep of the prevailing monsoons. No important defects in the hospital have developed. The sewer system is satisfactory, the lavatory accommodations are excellent, and the ample shower baths are particularly refreshing and beneficial to convalescents. The operating establishment is not so large as it should

be, but additional space will be obtained by moving from it the X-ray plant to the small annex of the administration building, formerly used as a laboratory. This change will provide a dressing room for venereal and genito-urinary cases and leave two operating rooms for other work.

The hospital has a ward capacity of 100 patients. As this number has been almost constantly exceeded during the past six months, the necessity for additional wards is apparent. The present excellent hospital building is inadequate in size for the proper accommodation of the patients now admitted. As it is the only naval hospital in the Philippine Islands, its enlargement is imperative.

When it is considered that, with the personnel of the Asiatic Fleet and the complement of marines in the Philippines, together with a large civil population entirely dependent on naval hospital facilities, there are approximately 10,000 persons to be provided for, the need of the station for a hospital accommodating at least 200 beds becomes apparent. Estimates have been submitted with the annual estimates for the erection of additional wards and of two residences as quarters for the medical staff. The Bureau earnestly recommends that Congress be asked to make an appropriation, to be immediately available, for the construction of these necessary improvements.

The structural strength of the hospital building was subjected to a severe test in the typhoon of September 26, 1905. The quarters of the junior officers suffered from rain driven through the ventilating space under the rafter plates and the transoms over the doors. None of the roofing of the hospital, except the galvanized iron roof on the power house, which was partly torn away, suffered any material damage. The paint on the outside of all the buildings was more or less cut off or damaged by the impact of salt water and sand from Canacao Bay and beach. The buildings were repainted as far as practicable during the subsequent dry season. The hospital suffered a serious loss in the uprooting of several large trees and the tearing away of many limbs from those left standing. Provision was made to replace the greater part of the old grove with a more desirable species of acacia and with other good lawn trees. The old buildings for infectious diseases were badly damaged by the typhoon. The smaller building was completely unroofed, the walls were more or less injured, one veranda was destroyed, and one end of the north ward was twisted on its foundations. Repairs necessary for occupation in case of emergency were made.

In the event of extraordinary demands upon the hospital because of active hostilities in the Orient its accommodations could be expanded by the erection of temporary wards of Oregon pine. These emergency wards could be so located that the occupants could use the present lavatories, and no extension of the water and sewer systems would be necessary.

At the last session of Congress an appropriation of \$7,000 was made for boring an artesian well at this hospital and providing it with the necessary machinery and appurtenances. It is believed that this will secure the much needed supply of potable water for the hospital establishment. With an abundance of water suitable for drinking and cooking purposes the hospital will be placed in a most satisfactory hygienic and sanitary condition.

The results of professional work in the hospital have been most satisfactory. In 48 abdominal operations performed during year, including 4 operations on the liver and gall bladder, there was not a single death. The number invalided home has diminished. The treatment of syphilis by the hypodermic method and of amoebic dysentery by the administration of ipecac, especially, notes upon which appear elsewhere in this report, has been so successful that patients with these diseases, instead of being invalided home or to the Yokohama Hospital, are retained for treatment and a large percentage are discharged to duty.

Numerous improvements were made during the year. A small laboratory, modern in every respect, was completed, and the hospital is now prepared to do its own bacteriological and chemical work. The construction of a portable and sectional mosquito-proof ward, 10 by 40 by 8 feet in the medical ward, to accommodate 10 patients, was necessitated by the admission of a number of cases of malaria. All windows and doors of the dining room of the junior officers' bungalow were screened; a shed was constructed around the kitchen, and shelving and draining boards were put in the kitchen proper, and 8 large transoms for the open spaces under the eaves and 16 transoms for the open spaces over the doors were put in to prevent the bungalow from being flooded by typhoons. All windows and transoms of the brig were screened. A large locker for liquors and extensive shelving were constructed in the medical storeroom. A cement basin 12 by 12 feet for garbage cans was constructed in the rear of the kitchen, with a drain leading directly to the sewers so that the basin can be washed out each morning after the garbage is removed. Cement walks from the sick officers' quarters to the laboratory and from the bungalow of the commanding officer to that of the junior officers were laid. A system of 4-inch pipes was installed to connect with the tidal salt-water well, and provided with valves to allow the shutting off of the salt water when the fresh-water well is used, and vice versa. This is a most important improvement, as it affords ample fire protection during the dry season. For the same reason and to keep the roads in repair 250 feet of 2-inch galvanized iron pipe with three fire plugs were put in place. In the majority of instances the repairs made were necessitated by the damage done by the great typhoon of 1905, and included extensive repairs to roof and verandas of pesthouse, repairing roofs of hospital buildings, replacing 150 window panes, repairs to water tank and to outside electric wiring and lights, and replacing posts of cemetery fences blown down. The former X-ray room in the operating room was repaired, repainted, and rearranged for use as a genito-urinary dressing room, and the former laboratory was converted into an X-ray and dark room. New sink framings and acid-proof surfaced tables and lockers were placed in the kitchen to replace the former painted wooden furniture. Other minor repairs consisted in repainting the hospital beds and repairing the roads and plumbing.

There were during the year 665 patients under treatment, 54 of which remained from 1904. Of these 367 were discharged to duty, 137 to other hospitals, 42 from the service, 2 deserted, 13 died, and 104 were continued to 1906.

OPERATIVE SURGERY IN NAVAL HOSPITALS.

The increase in the number and importance of surgical operations demanded by the service and performed during the year ending June 30, 1906, is apparent from reports received from hospitals, giving an aggregate of 1,533 for this period. This shows an increase over 1905 of 511 operations, and over 1904 of 780. Of these operations 321 were performed at the naval hospital, Norfolk, Va., 243 at the naval hospital, Canacao, P. I., and 220 at the naval hospital, New York, N. Y.

The following tabular statement shows the number and character of the several operations, viz:

Abscess	179	Laparotomy	9
Adenectomy	192	Ligations	4
Amputations (minor)	24	Laminectomy	2
Amputations (major)	12	Meotomy	14
Ankylosis	3	Necrosis	16
Appendectomy	110	Osteotomy	4
Arthrotomy	15	Nerve stretching	2
Aneurism	2	Nephropexy	1
Aspirations	30	Plastic operations	21
Bronchocele	3	Pterygium	14
Castration	9	Perineal section	2
Circumcision	170	Thoracoplasty	16
Cholecystectomy	1	Tendon suture	4
Cholecystotomy	3	Tonsillectomy	45
Cystotomy	5	Trephining (skull)	3
Enucleation (eye)	1	Trephining (mastoid)	4
Excisions (bones)	11	Tumors and cysts	50
Fractures (ununited)	18	Unguis involutis	26
Fistula in ano	33	Urethrotomy (external)	13
Fistula (intestinal)	1	Urethrotomy (internal)	9
Fistula (urethral)	3	Varicocele	131
Foreign bodies	8	Varicose veins	30
Hemorrhoids	101	Wounds (gunshot)	6
Herniotomy	153		
Hydrocele	16		
Intestinal suture	4		
		Total	1,533

Statement of the work done by the Record and Pension Division of the Bureau during the fiscal year ending June 30, 1906.

Pension cases remaining on hand June 30, 1905	95
Received during fiscal year ending June 30, 1906	2,141
Answered during fiscal year ending June 30, 1906	2,195
Remaining on hand June 30, 1906	41
Cases for board of medical examiners received and answered	450
Cases for retiring board received and answered	27
Reports of death received	369
Reports of medical survey received and acted upon	2,114
Cases from Civil Service Commission received and answered	98
Cases of physical rejection, transfer of patients, and miscellaneous letters received and answered	3,568

STATISTICAL REPORT OF THE HEALTH OF THE NAVY AND MARINE CORPS FOR THE YEAR 1905.

The health of the Navy and Marine Corps for the calendar year 1905, as shown by the statistical returns, was good, the ratio of admissions to the sick list per 1,000 of strength being less than for the year 1904 and for the ten preceding years.

The average strength of the active list during the year 1905 was 41,313, which is an increase of 758 over the previous year, the average strength of 1904 being 40,555. Returns were received by the Bureau of Medicine and Surgery from a force of 39,620, the difference, 1,693, representing the crews of small vessels not provided with medical officers, officers and men on leave, and those on special or detailed duty at places from which medical returns in detail are not received. Reports of death are received from the total force, and the figures representing that strength are used in computing ratios of death, but all other ratios are based upon the number shown by the returns of the Medical Department.

The total number of admissions for all causes was 28,321, the ratio per 1,000 of strength being 714.81, as compared with a ratio of 721.88 for the previous year and 788.18 for the ten preceding years. There were 23,565 admissions for disease and 4,756 for injuries, giving ratios of 594.82 and 120.04, respectively. The corresponding ratios for 1904 were 615.21 and 106.67, from which it will be seen that the admissions for diseases and injuries were greater than in 1904.

The daily average of patients was 1,250.12, and the ratio per 1,000 of strength 31.55, being slightly greater than the previous year, when the daily average was 1,235.96 and the ratio per 1,000, 31.34. The total number of sick days was 456,296, or an average of 11.51 sick days for every man in the Navy and Marine Corps, and the average duration of the treatment for each case was 16.11 days. During 1904 the total number of sick days was 452,361, the average per man 11.47, and the average duration of treatment 15.88 days.

The number of persons invalided from the service during the year for disease and injury was 1,201, giving a ratio of 29.07 per 1,000 of strength. The corresponding figures for last year were 1,408 and 34.72, respectively. The ratio for 1905 is lower than that of last year and of the ten preceding years. The discharges for disability include 1,023 for disease and 178 for injury with ratios per 1,000 of strength of 24.76 and 4.38, respectively. The corresponding figures for 1904 were 1,201 and 207, with ratios per 1,000 of strength of 29.61 and 5.15, respectively.

There were 268 deaths during the year, giving a ratio of 6.48, which is slightly greater than that of the previous year (6.06), and less than the average of the ten preceding years (6.63). One hundred and twenty-nine occurred from disease, with a ratio of 3.12, and 139 from injury (including poison), with a ratio of 3.36. Among the causes of admission to the sick list tonsilitis stands first with 2,397 admissions, and gonorrhea with 2,085 admissions stands second.

The diseases causing the largest number of admissions to the sick list stand in the following order: First, tonsilitis, 2,397; second, gonorrhea, 2,085; third, wounds, 1,308; fourth, bronchial affections, 1,032; fifth, malarial diseases, 1,024; sixth, syphilis, 981; seventh, epidemic catarrh, 926, and eighth, rheumatic affections, 924.

Epidemic diseases during 1905, with the exception of mumps, cerebro-spinal meningitis, and scarlet fever decreased considerably, as shown by the following comparison with 1904:

Epidemic diseases.

Disease.	1905.	1904.	Disease.	1905.	1904.
Epidemic catarrh	926	1,059	Rubella	25	122
Measles	121	393	Smallpox	10	15
Mumps	242	219	Cerebro-spinal meningitis.....	21	10
Diphtheria	143	194	Scarlet fever	52	12

Admissions for tuberculosis, typhoid fever, and pneumonia were 243, 172, and 145, respectively, which is a slight decrease from the admissions for 1904, which were 268, 194, and 156, respectively.

Venereal diseases caused a decided loss of efficiency, with 6,154 admissions, which is an increase of 631 over the admissions for 1904. The admissions for these diseases show only approximately the prevalence of venereal infection in the Navy, owing to the fact that a large number of cases of chancroid and especially of gonorrhea are not admitted to the sick list, and hence are not included in the statistical reports. Venereal diseases give a total of 127,286 sick days, which is equal to the entire loss of the services of 348 men for the year. Admissions for alcoholism were 288 as compared with 260 for the previous year. Admissions for injuries were increased during 1905, amounting to 4,756, with 139 deaths, as compared with 3,759 admissions, with 116 deaths, for 1904.

In comparing these returns with those of the previous year, it is noteworthy that tho the ratio of admissions to the sick list per 1,000 of strength is less than in 1904, the mortality is greater than that of 1904. Among the causes which increased the latter was the disaster on the U. S. S. *Bennington*, which resulted in 66 deaths.

RECRUITING.

The following table shows the record of enlistments and rejections for the year 1905:

Where examined.	Number exam- ined.	Number accepted.	Number rejected.	Color- blind.
Receiving ships:				
Wabash, Boston, Mass.....	198	168	30	4
Hancock, New York.....	1,414	985	429	22
Lancaster, Philadelphia, Pa.....	281	178	103	4
Franklin, Norfolk, Va.....	632	292	340	35
Independence, Mare Island, Cal.....	286	224	62	.....
Philadelphia, Puget Sound, Wash.....	290	208	82	9
Total.....	3,101	2,055	1,046	74
Naval and marine rendezvous:				
Boston, Mass.....	2,929	1,501	1,428	61
New York, N. Y.....	2,224	1,373	851	69
Philadelphia, Pa.....	2,503	997	1,506	57
Washington, D. C.....	631	368	263	14
San Francisco, Cal.....	1,240	658	582	8
Baltimore, Md.....	1,214	524	690	42
Buffalo, N. Y.....	959	379	580	29
Chicago, Ill.....	2,649	1,066	1,583	82
St. Louis, Mo. (temporary).....	980	584	396	23
Kansas City, Mo. (temporary).....	897	387	510	28
Omaha, Nebr. (temporary).....	302	178	124	14
Minneapolis, Minn. (temporary).....	445	282	163	4
Seattle, Wash. (temporary).....	265	179	76	3
Denver, Colo. (temporary).....	370	205	165	13
Cincinnati, Ohio (temporary).....	645	233	412	53
Annapolis, Md.....	230	194	36	1
Total.....	18,483	9,108	9,375	501
Recruiting parties in the field.....	9,814	5,004	4,810	333
Ships and shore stations other than naval and marine rendez- vous and receiving ships.....	1,907	1,348	564	28
Grand total.....	33,305	17,510	15,795	936
Number examined.....				33,305
Number rejected per 1,000 for all causes.....				471.25
Number rejected per 1,000 for color-blindness.....				28.10
Number of first examinations.....				29,765

INSANE OF THE NAVY.

Number of patients from the Navy and Marine Corps in the Government Hospital for the Insane on June 30, 1905.....	157
Admitted during the fiscal year ending June 30, 1906.....	75
Total.....	232
Discharged during the fiscal year ending June 30, 1906 (6 died, 41 recovered, 7 improved, 3 unimproved, 1 eloped).....	61
Remaining in that institution June 30, 1906.....	171
Number of patients from the Navy and Marine Corps in the Mendocino State Hospital for the Insane on June 30, 1905.....	13
Admitted during the fiscal year ending June 30, 1906.....	7
Total.....	20
Discharged during the fiscal year ending June 30, 1906 (2 died, 3 recovered, 1 improved, 13 transferred to the Government Hospital for the Insane).....	19
Remaining in that institution June 30, 1906.....	1
Patients under treatment in both institutions June 30, 1906.....	172

CONCLUSION.

The increase of work incident to the growth of the Navy has been efficiently performed by the clerical force of the Bureau, the number of which has not been correspondingly increased. Commendation is due them for their faithfulness and attention to duty, without which the business of the Bureau could not have been kept up to date.

The various medical supply depots have been conducted efficiently, and medical and surgical supplies have been forwarded with promptness and dispatch.

A marked improvement in the personnel of the Hospital Corps has resulted from the course of training in the Hospital Corps Training School, which was established at the naval hospital, Norfolk, Va., in 1902. It is noted with satisfaction that the Hospital Corps, as a whole, has performed its duties creditably and in many instances with unusual ability and devotion.

The Medical Department has shown a high state of efficiency. The surgical work done comprised the range of operations usually performed in civil hospitals and has met with most gratifying success. The addition of modern operating rooms to hospitals and their installation in battle ships and large cruisers have afforded facilities for operative surgery in all its branches, and the Bureau notes with satisfaction that the officers of the Medical Corps have appreciated these improved facilities, and have shown by their efficient work a laudable intention to maintain the surgical service of the Navy in conformity with the highest professional standards.

A comprehensive review of the work of the past four years shows that the efficiency of the medical establishment has progressively increased. As far as the appropriations would permit, the old hospitals have been renovated and improved. Operating rooms with the most modern equipment have been added to some, and excellent facilities for operative work have been provided in the others. At the Naval Academy, the Naval Medical School, and Canacao, P. I., new hospitals have been built, which combine the newest and best ideas in hospital construction. A new naval medical supply depot has been completed at Brooklyn, and new buildings for dispensaries have been built at the Boston, New York, and Norfolk navy-yards.

The hospital ship *Relief* has been fitted out and put in reserve at the Mare Island yard, and a complete medical and surgical outfit has been provided for her and stored ready for use in the naval medical supply depot at that yard.

The Hospital Corps Training School at the naval hospital, Norfolk, Va., was established in 1902. The development of this training school will be carefully guarded and promoted and its course of instruction will be extended when the hoped for increase in the Corps makes it practicable.

The Naval Medical Examining Board was moved from New York to Washington in 1902, and included in the reorganization of the Naval Medical School for newly commissioned officers of the Medical Corps. The building of the Museum of Hygiene was adapted for purposes of instruction and provided with the best facilities for laboratory work in bacteriology and chemistry. May, 1905, the title, Naval Museum of Hygiene and Medical School, which was first employed, was changed by the Department's order to U. S. Naval Medical School. Besides

the course of instruction for newly commissioned medical officers, a second term, or summer course, has been instituted in the school for surgeons and passed assistant surgeons.

It is hoped to continue the development and improvement of the medical establishment of the Navy in all its branches; to secure new dispensaries at certain yards, new supply depots at selected naval stations, facilities for the necessary detention and segregation of recruits at naval training stations, barrack buildings at receiving stations for recruits, a nurse corps of trained women nurses, and a corps of dental surgeons for the Navy; to renovate and remodel existing hospitals and to build new ones at certain localities indicated in this report. It is hoped also that the recommendations of the Bureau to the Department for increasing the efficiency of the Hospital Corps and for relieving the present stagnation in promotion in the Medical Corps may meet with favorable action by Congress.

The Bureau records with profound regret the loss to the Medical Corps, by death, during the year of two of its valued officers—Medical Inspector D. O. Lewis, U. S. Navy, December 16, 1905, on board the U. S. F. S. *Chicago*, at Honolulu, and Assistant Surgeon James Miller, jr., May 13, 1906, on the island of Midway.

P. M. RIXEY,
Surgeon-General U. S. Navy.

The SECRETARY OF THE NAVY.

REPORT OF THE COMMANDANT OF UNITED STATES MARINE SERVICE.

HEADQUARTERS U. S. MARINE CORPS,
Washington, D. C., October 1, 1906.

SIR: In compliance with the Department's instructions of August 8, 1906, the undersigned has the honor to submit the following report of the operations of the United States Marine Corps for the past year, and in connection therewith to transmit the annual estimates for the support of the Corps for the next fiscal year.

Since the date of the last annual report submitted to the Department, the undersigned has made the usual inspections of most of the marine barracks at the various navy-yards and stations on the Atlantic coast, and as a result of said inspections, as well as from the reports submitted to him by the adjutant and inspector of the inspections of the posts of the Corps made by officers of that Department, he is enabled to report that the general condition of the personnel is in a satisfactory state, and this notwithstanding the fact that both officers and men have been doing duty of the most arduous character, which, unfortunately, has been of a more or less continued duration owing to the causes set forth in the last annual report from this office. Later on in this report the attention of the Department will be invited to the question of the personnel, both commissioned and enlisted, with such recommendations in the premises as seem pertinent and necessary.

During the last fiscal year the money appropriated for matériel under charge of the Quartermaster's Department has been judiciously expended, the only difficulty being that the appropriations made were of so limited a character as to prevent such action being taken as, in the opinion of the undersigned, the matériel requires in order to place it in a proper state of efficiency.

Generally speaking, repairs of a minor nature, incident to wear and tear, have been made on all of the barracks and quarters of the Corps.

At Portsmouth, N. H., a third story has been put on the center wing of the barracks, and the boiler-house and bakery provided for by the act of Congress approved April 27, 1904, have been completed.

The new depot of supplies at Philadelphia was completed August 30, 1905, at a cost of about \$90,000. A one-story brick building adjoining the depot was erected and completed about September of the same year. The depot, as to design and workmanship, is satisfactory, but is not sufficiently large for the present strength of the Corps, which has been increased since the construction of this depot was authorized. In view of the fact that the storage facilities in this

new depot are inadequate, the undersigned has directed the quartermaster to embody in the estimates for the coming year the sum of \$200,000 to provide for the purchase of land and the building of an addition to the present depot which will give adequate storage and manufacturing space required for the present strength of the Corps, and the increased strength which must, necessarily, follow within a few years.

The addition to the marine barracks, Washington, D. C., which was erected under contract with the Charles McCaull Company, of Philadelphia, Pa., was completed in January last and is a very satisfactory structure. The work under contract with the same firm for further additions to the barracks, including a band room, mess hall, gymnasium, etc., is progressing satisfactorily. The building which, for about one hundred years, has been used for officers' quarters, has been condemned by a board of survey, as well as by a board of medical officers of the Navy, as being unsanitary and unsuitable for occupancy, and has been abandoned.

At Norfolk, Va., the work on the new barracks and officers' quarters, which is being constructed under contract with the Penn Bridge Company, is progressing favorably, and it is hoped that before the next annual report is submitted, both the barracks and quarters will be in a state of completion and ready for occupancy.

At Pensacola, Fla., in view of the fact that it has been definitely settled that the marines are to occupy their present quarters, which belong to the Navy, the veranda authorized by Congress will be provided, as well as a small porch for the officers' quarters.

Steps have been taken to construct a small substantial frame building for the use of the enlisted men at Guantanamo, Cuba, until modern and necessary permanent quarters can be provided.

The preliminary steps have been taken for the erection of barracks and quarters at New Orleans, La., Congress, in the last appropriation act, having made the necessary provision for this purpose.

The addition to the barracks at Sitka, Alaska, has been completed, and this greatly increases the sanitary conditions, as well as the conveniences afforded the enlisted men at this station. The lot belonging to the United States, located on Lincoln street near the Greek Russian Church, upon which lot stood the clubhouse, has been turned over to the Marine Corps by the Treasury Department, and the building has been demolished. Steps have been taken to consummate the purchase of lot G, for which Congress appropriated \$400 in the act approved June 29, 1906.

Preliminary steps have also been taken with a view to erecting barracks and officers' quarters at the Naval Training Station, San Francisco, Cal., Congress having, in the last naval appropriation act, provided an additional \$15,000 toward said construction, and it is hoped that bids will be received which will be within the total amount now appropriated for this purpose.

During July last the marine camp at Midway Islands was completely destroyed by a hurricane, and the marines are now temporarily provided with quarters in a building owned by the Postal-Cable Telegraph Company. On November 8, 1905, the magazine and contents were destroyed by fire, the origin of which has not as yet been determined.

The question of the site for the temporary marine barracks and officers' quarters at Olongapo, P. I., has been recently settled by the Department, and the buildings are now in course of construction and will shortly be completed. The ice plant was reported to be ready for operation about the middle of August, 1906.

PUBLIC WORKS.

The undersigned reiterates the views expressed in his last annual report as to the inadequacy of the quarters for both officers and enlisted men in the Marine Corps, practically nothing having been done by the last Congress to remedy the condition which was presented in said report, and to which attention is invited. In view of the foregoing he has directed the Quartermaster to submit estimates for the next fiscal year as follows:

PORTSMOUTH, N. H.

Twelve thousand dollars for an addition to the junior officers' quarters, the present quarters consisting of but two apartments, with one bath. A least two more apartments are absolutely required for the officers who are on duty at this post.

BOSTON, MASS.

An estimate for \$5,000 is again submitted for the purpose of improving the parade ground, which continues to be a menace to the health of the command, as much thereof has been worn away, and in dry weather the barracks and quarters are filled with dust, ruining the furniture and being detrimental to the health of the command.

LEAGUE ISLAND, PA.

It is purposed to construct at League Island one of the laundries which was authorized by the act of Congress approved June 29, 1906. Attention is invited to the comments made in my last annual report with regard to the increased efficiency which will accrue to the service provided the commanding and other officers at this station were furnished with Government quarters. The general proposition of officers living in close contact with their men is one which requires no argument for its support, and, furthermore, as the construction recommended would result in a saving of expense to the Government in addition to its importance from a military standpoint, directions have been given to embody in the estimates \$60,000 for the purpose of constructing one house for the commanding officer and four for the junior officers.

In view of the fact that League Island is centrally located and is almost daily increasing in importance as a navy-yard, it is found that the present barracks are inadequate, and it is therefore deemed advisable to construct additional quarters at this station, and the Quartermaster has, therefore, been directed to embody in his estimates the sum of \$125,000 for the construction of an addition to the present barracks, which, if allowed, will materially increase the efficiency and comfort of this command.

The undersigned renews his recommendation, and has directed to be embodied in the estimates the sum of \$15,000 for the construction of an amusement room at League Island, which is deemed especially necessary in view of the isolated condition of this command. Attention is invited to the comments on this subject as contained in the last annual report of this office.

ANNAPOLIS, MD.

The only estimate submitted in connection with the marine barracks at this station is one of \$16,000 for the construction of a commanding officer's quarters, there being at the present time no quarters for the commanding officer, he being compelled to live in quarters which were constructed for junior officers, and, in consequence thereof, junior officers are required to live in the barracks provided for the enlisted men, or else under canvas.

It is purposed to build at Annapolis one of the laundries authorized by the act of Congress approved June 29, 1906.

MARE ISLAND, CAL.

The barracks at Mare Island were constructed about forty years ago. They are not only unsafe and inadequate for the purposes intended, but also obsolete in design and construction. The sanitary condition is bad and, it being a very old building, considerable money is yearly expended to keep it in proper condition for habitation. The earthquake of several years ago did more or less damage to the building and weakened the walls, and this was accentuated by the recent earthquake. In this connection attention is invited to the comments in the last annual report of this office on this subject, and feeling that public works at this station are absolutely essential the undersigned has directed that an estimate of \$300,000 be inserted in the estimates for new barracks and \$60,000 for officers' quarters.

BREMERTON, WASH.

The authorities at the navy-yard, Bremerton, have repeatedly brought to the attention of the undersigned the necessity for an increase in the strength of the command at that station, but it has been impossible to comply with said requests as there are no quarters available to accommodate such increase, and as the Quartermaster is of the opinion that the addition of a second story to each of the two wings of the present building is feasible, and as by making such additions sufficient quarters for immediate requirements will be provided, directions have been given to embody in the estimates the sum of \$12,000 for this purpose, together with an estimate of \$10,000 for officers' quarters, which are highly necessary in view of the fact that there is but one set of officers' quarters at the station.

GUAM, I. I.

Necessary repairs to the buildings and storehouses occupied by the Marine Corps at Guam have been made from the regular appropriations. The injuries to the buildings by an earthquake some years ago have not been permanently repaired in view of the fact that the unexpended balance of the deficiency appropriation provided for in the act of Congress approved March 3, 1903, was recently declared by the Comptroller not to be available. Directions have therefore been given to embody in the estimates the sum of \$14,000, which is the unexpended balance referred to.

GUANTANAMO, CUBA.

As stated in the previous part of this report, steps have been taken for the construction of a small frame building at Guantanamo, Cuba, and directions have been given to incorporate in the estimates the sum of \$25,000 for the construction of a guardhouse at this station.

MARINE BARRACKS, WASHINGTON, D. C.

The Quartermaster has been directed to embody an estimate of \$50,000 for the completion of the marine barracks at this station; this amount, if allowed, to be used for the construction of officers' quarters, which is a part of the general scheme, and which have not, as yet, been provided for.

NAVY-YARD, WASHINGTON, D. C.

These barracks are entirely inadequate for the complement necessary for the proper policing of this navy-yard. It is not believed that sufficient space can be found within the present yard limits for the construction of adequate barracks and officers' quarters, and it is therefore earnestly recommended that the necessary steps be taken by the Bureau of Yards and Docks for the purchase of land to the eastward of the present navy-yard limits in order that a proper portion thereof may be set aside for the use of the Marine Corps.

ESTIMATES OF RIFLE RANGES.

Under the head of rifle practice will be discussed the general question of the necessity of ranges, and the Quartermaster has therefore been directed to include in the estimates a sufficient sum to purchase land and construct a range in the Philippines where other ranges can not be utilized.

NORFOLK, VA.

The Quartermaster has been directed to embody in the estimates an appropriation of \$10,000 for filling in and grading the parade ground and the construction of roads and walks on the property ceded to the Marine Corps at this station. This amount is absolutely necessary to permit the Corps to make use of the barracks and officers quarters about to be completed.

CAVITE, P. I.

Owing to the requirements of the Navy at the naval station, Cavite, P. I., the marines have been segregated into Fort San Felipe, and from reports received from said station the accommodations for the men are not only insanitary and inadequate, but of such a character as to conduce to discontent and dissatisfaction, as the ordinary comforts are not granted to the men. The Navy Department owns a large strip of land at the head of Canacao Bay near Sangley Point, and if the necessary appropriations are made by Congress it is purposed to ask the Navy Department to cede to the Marine Corps so much of the land in question as may be deemed necessary. This suggestion of the undersigned, from a sanitary standpoint, meets with the approval of the Surgeon-General of the Navy who has just returned from an inspection of the station. Keeping this in view, the undersigned has directed the Quartermaster to include in the estimates the sum of \$75,000 for improving the grounds and building barracks for the marines at the naval station, Cavite, P. I.

PENSACOLA, FLA.

There are no officers' quarters at Pensacola, Fla., the officers on duty at that station living in small rooms in the barracks, which are partitioned off from the men's quarters. These rooms are lacking in every convenience, comfort, and privacy, and occupy space which is urgently needed for the comfort of the men. In order to construct two sets of frame quarters for the officers stationed at Pensacola, the Quartermaster has been directed to include in the estimates the sum of \$15,000.

CHARLESTON, S. C.

The progress being made in the construction of shops, etc., at the navy-yard, Charleston, S. C., warrants the undersigned in recommending that the necessary steps be taken for the erection of barracks and officers' quarters at this station. Those now being used are of a temporary character and totally inadequate for the purpose, and the Quartermaster has therefore been directed to include in the estimates the sum of \$100,000 for the construction of barracks and officers' quarters at this station.

LAUNDRIES.

The necessary steps have already been taken for the construction of laundries at League Island, Pa., and Annapolis, Md., these laundries having been provided for in the appropriation act approved June 29, 1906.

The undersigned, as stated in his last annual report, believing that for sanitary, economical, and other reasons, laundries are highly essential at the various posts, has directed the Quartermaster to embody in the estimates the sum of \$22,500 for laundries, which, if appropriated by Congress, will be constructed at Mare Island, Cal., New York, N. Y., and Norfolk, Va.

VALUE OF PUBLIC WORKS OF THE MARINE CORPS.

In connection with the foregoing statement of the estimates submitted for public works of the Corps, it seems pertinent to bring to the Department's attention the fact that all the public buildings of the Marine Corps, including those recently constructed, can be replaced by new buildings which will cost not more than \$1,500,000. This seems conclusive evidence of the economy hitherto exercised and the necessity which now exists for the construction of quarters absolutely necessary to house the officers and men now authorized by Congress.

HEADQUARTERS U. S. MARINE CORPS.

The attention of the Department is invited to the comments in my last annual report on the question of the congested condition of these headquarters, which has not been improved. It is again recommended that either additional space in the Mills Building be assigned to the Marine Corps or that provision be made for the rental of ample quarters for these headquarters somewhere in the immediate vicinity of the Navy Department, not only owing to the reasons above stated, but also for the further reason that it is deemed highly essential that suitable facilities and protection be afforded the permanent and valuable records of the Corps, which are now stored in an inflammable building in the Marine Barracks in this city. Frequent reference is necessarily made to these records, and much valuable time of the clerks is wasted by reason of their being obliged to go back and forth to obtain information.

PANAMA.

A report recently made by the surgeon attached to the marine detachment serving on the Isthmus of Panama and forwarded to the Department shows the necessity for the immediate construction of proper barracks, and the undersigned takes this opportunity of renewing the recommendation made on said report that the necessary steps should at once be taken to provide proper quarters for this detachment, it being highly essential not only as conducive to their happiness and contentment, but especially necessary for the sanitary reasons which are set forth in the report above referred to and to which attention is invited.

SAN FRANCISCO, CAL.

As a result of the earthquake which befell San Francisco in April last the offices of the staff departments of the Corps located in said city, together with their contents, were totally destroyed; the depot of supplies, together with its entire contents, was also destroyed. Temporary offices have been rented in Berkeley, Cal., where business is now being conducted.

HONOLULU, HAWAII.

The marines are quartered in an old building at this station known as the "Coal shed," which has been equipped, as far as possible, for temporary occupancy. If the Department decides to maintain this

naval station, a modern barracks should be provided, the estimates being withheld until a definite conclusion on the subject of the site of the naval station in the Hawaiian Islands is decided by the Department.

MOVEMENT OF DETACHMENTS TO AND FROM PANAMA.

On December 9, 1905, a battalion under the command of Maj. Charles G. Long, consisting of 8 officers and 202 enlisted men, was embarked at the navy-yard, League Island, Pa., and was disembarked on the Isthmus of Panama on the 17th of December, 1905, as the relief of the battalion commanded by Lieut. Col. Thomas N. Wood.

The battalion under Lieutenant-Colonel Wood arrived at League Island on the *Columbia* December 23, 1905, and the officers and men were distributed among the different stations.

On May 20, 1906, under orders from the Department, a special expeditionary battalion, under the command of Maj. John A. Lejeune, consisting of 15 officers and 400 enlisted men, was assembled at League Island and embarked on that date on board the U. S. S. *Columbia* for temporary service on the Isthmus. Lieut. Col. James E. Mahoney also embarked as a passenger. This force was disembarked on the Isthmus on May 29, 1906, and Lieutenant-Colonel Mahoney on June 4, 1906, under orders from these headquarters, assumed command of all marines on the Isthmus, Majors Lejeune and Long reporting to him with their respective battalions. On July 6, 1906, the special duty for which they had been sent to the Isthmus having been completed, Lieutenant-Colonel Mahoney was detached, and the battalion, under command of Major Lejeune, now consisting of 14 officers and 383 enlisted men (the vacancies in Major Long's battalion having been filled) was reembarked on the *Columbia*.

On July 12, 1906, 2 officers and 98 enlisted men were transferred to the U. S. S. *Dixie* as a part of the expeditionary force on that vessel, and the remainder of the battalion under Major Lejeune, consisting of 12 officers and 233 enlisted men, arrived at Boston, Mass., July 21, 1906, and was shortly thereafter distributed to various shore stations. The battalion under Major Lejeune having been encamped at Corozal while on the Isthmus, a large percentage of the officers and men contracted malaria, and upon their arrival at Boston it was necessary to transfer 3 officers and 33 enlisted men to the naval hospital at Chelsea, Mass. The battalion under Major Long having been habitually stationed at Camp Elliott at Bas Obispo, on higher ground, has been comparatively free from malarial infection.

The conduct and bearing of the marines under the command of Lieutenant-Colonel Mahoney on the Isthmus was the subject of a commendatory letter to the State Department from Hon. Charles E. Magoon, governor of the Canal Zone.

BATTALION ON U. S. S. DIXIE.

On June 29, 1906, under orders from the Department, a battalion under the command of Maj. Albertus W. Catlin, consisting of 7 officers and 204 enlisted men, was embarked on board the U. S. S. *Dixie* at the navy-yard, League Island, Pa., for service

in Caribbean waters. This battalion was augmented on July 12, 1906, as above mentioned, by the transfer of one company from the U. S. S. *Columbia*. Under date of August 15, 1906, the company from the *Columbia* was transferred to the *Yankee*, so that only the original battalion under Major Catlin is now on board the *Dixie* in Caribbean and Cuban waters.

BATTALION ON U. S. S. YANKEE.

The marine expeditionary force on board the U. S. S. *Yankee* has been maintained throughout the year with an average strength of 5 officers and 200 enlisted men.

The Department, under date of August 12, 1906, directed the *Yankee* to proceed north, and after participating in the ceremonies attending the review by the President, orders were issued detaching the officers and men, after ten days' leave granted them by the Secretary of the Navy, but owing to the orders of the Department to assemble the necessary number of men for expeditionary service in tropical waters, the entire battalion was sent south in the *Minneapolis*.

RIFLE RANGES.

A rifle range has been maintained throughout the year at Camp Admiral Harrington, Williamsburg, Va., on a tract of land rented for the purpose, with beneficial results to the officers and enlisted men participating in the target practice there.

In this connection the attention of the Department is invited to the recommendations for the purchase of land and equipping of target ranges for the Marine Corps. This has been previously referred to, but the need of it is more cogent now, when, due to the action of Congress, the pay of the men is affected by their proficiency in marksmanship, and it is therefore incumbent upon these headquarters to see that every opportunity is afforded the men to qualify on the range. The undersigned has directed the quartermaster to embody in the annual estimates provision for a range in the Philippines, and it is hoped that this will meet with the Department's approval.

LEGATION GUARD AT PEKING, CHINA.

The company of marines serving at Peking, China, as a legation guard has been maintained throughout the year, and on July 25, 1906, a relief company was embarked on the U. S. army transport *Sherman* at San Francisco, Cal.

The strength at which the company at Peking is to be maintained, if practicable, is 125 enlisted men.

SEOUL, KOREA.

The marine guard at Seoul, Korea, under the command of Capt. James W. Broatch, was, by order of the Department, withdrawn on November 3, 1905.

At the request of the State Department the Navy Department ordered the retention of one corporal of marines at Seoul for duty as warden of the jail.

The general bearing and conduct of the guard of marines on this special duty was most excellent, and there are on file at these headquarters commendatory letters which are of a most gratifying character.

FIRST BRIGADE OF MARINES, PHILIPPINE ISLANDS.

The strength of the brigade of marines in the Philippines is now approximately 38 officers and 1,300 enlisted men, distributed as follows:

	Officers.	Enlisted men.
Brigade staff	7	7
Barracks, Cavite, P. I.		77
Navy-yard, Cavite, P. I.	7	216
Olongapo, P. I.	23	899
Naval prison, Cavite, P. I.		11
Polloc	1	20
Total	38	1,230

It is the intention of the undersigned, as soon as the condition of the Corps will permit, to increase the command in the Philippines to a total of 1,600 men, which is the number recommended by the general board and approved by the Department, and which it is believed is required for the proper performance of duty in the islands.

On April 5, 1906, at the request of these headquarters, the Department issued an order defining the duties of the brigade commander. This office expects shortly to observe beneficial results from the promulgation of said order.

The brigade commander was, on July 10, 1906, authorized to transfer his headquarters to Manila, P. I., and from cable information received those headquarters were so transferred on September 1, 1906.

OPERATIONS IN SAN FRANCISCO, CAL.

During the trying days in San Francisco, incident to the earthquake and great fire in that city, from April 18 to May 10, 1906, the marines in the vicinity, in cooperation with the Army and Navy, rendered valuable assistance. The first force of marines on the scene was a company, consisting of 58 enlisted men, from the marine barracks, naval training station, San Francisco, Cal., under the command of Capt. Arthur T. Marix. This company was subsequently merged with a battalion from Mare Island under the command of Lieut. Col. Lincoln Karmany.

CELEBRATION OF MECKLENBERG DECLARATION OF INDEPENDENCE.

On May 20, 1906, the Marine Band and a company of marines, consisting of 3 officers and 68 enlisted men, under the command of Capt. Louis M. Gulick, proceeded to Charlotte, N. C., for the purpose of participating in the celebration of the anniversary of the Mecklenberg declaration of independence, May 21 to 23, 1906. A model camp was established, and the detachment above referred to remained encamped there from May 20 to 24, 1906, when they returned to their proper station at the Marine Barracks, Washington, D. C.

The services rendered were eminently satisfactory to the authorities, and were the subject of a letter of thanks and commendation from the mayor of Charlotte.

LANDINGS OF FLEET MARINES AT CULEBRA AND GUANTANAMO.

During the past year the marines of the United States Atlantic Fleet, together with the special expeditionary battalion on the *Yankee*, have been, on several occasions, landed for brigade drills and encampments under the command of the fleet marine officer, and from the reports received at these headquarters it is inferred that they derived much benefit therefrom, and it is hoped that frequent opportunities for these maneuvers may be afforded.

ATHLETIC SUPPLIES.

All of the posts of the Corps have been supplied, so far as the appropriation would permit, with an outfit of indoor and field athletic supplies. It is the desire of these headquarters to be as liberal in these expenditures as possible, as it is strongly believed that these outfits will not only add to the contentment of the men, but will conduce to their physical development. The adoption of a uniform for baseball organizations of the Corps is now under consideration.

CLOTHING.

No material changes have been made in the articles of enlisted men's uniforms, except in the case of shoes. The recently adopted shoe of the Blucher type, with toe cap, is a great improvement over those previously issued, and has received favorable comment. The adoption of cotton underwear will add materially to the comfort of the men in the Philippines.

RATIONS.

The most thorough and rigid inspection of ration supplies delivered by contractors will be insisted upon at all of the posts of the Corps, this matter being considered extremely essential owing to the rates at which contractors have made contracts for the coming year.

TRANSFERS AND MEAL TICKETS.

Heretofore it has been the practice when transporting enlisted men from station to station on public duty to require railroad companies to advance cash for meals and transfers, when necessary, while en route. Such action met with much opposition from the transportation companies and was not upheld by the accounting officers of the Treasury. A new system has recently been adopted whereby the disbursing assistant quartermaster at these headquarters advances cash to officers concerned, to be given to enlisted men for these transfers, and the issuance of meal tickets in lieu of cash for subsistence. This scheme has proven satisfactory, as no complaints have been received. The meal tickets are presented to the quartermaster of the Corps, by whom they are promptly honored.

NEW POSTS.

During the past year no new posts have been established, nor has the strength of the posts now in existence been materially increased (although numerous requests therefor have been made), owing to the lack of men for this purpose.

TARGET PRACTICE.

The inspector of target practice, in his annual report, invites the attention of the undersigned to the fact that there are no rifle ranges available for target practice at any of the northern posts of the Corps except such as may, from time to time, be used through the courtesy of the National Guards of the various States. This is a condition which should not exist, and it is hoped that steps will be taken by which rifle ranges may be established for the use of the Marine Corps, but until then the undersigned purposes to attempt to make arrangements with the Bay State Rifle Association for the use of its range near Boston, Mass.; with the New York State Rifle Association for the use of its range at Creedmoor, Queens, Long Island, N. Y., and with the New Jersey State Rifle Association for the use of its range at Seagirt, N. J. If the necessary arrangements can be made, the marines at Portsmouth, N. H., Boston, Mass., and Newport, R. I., will use the range near Boston, whilst those at New York will use the range at Creedmoor and those at League Island the one at Seagirt. If practicable, the undersigned proposes sending the marines at Annapolis, the two posts in Washington, and those at Norfolk, Va., to the range at Williamsburg, Va., for target practice.

During the summer of 1905 the Marine Corps rifle team underwent preliminary practice at Creedmoor, and while there participated in the various matches of the New York State Rifle Association, the team standing as follows in the several matches in which they took part:

The McAlpin	Second.
The Old Guard.....	Second.
Seventy-first Regiment rapid-fire and skirmish trophy.....	Second.
The Cruikshank trophy.....	Second.
The company team match.....	Third.

Individual prizes in the matches of the New York State Rifle Association were won by the following members of the Marine Corps rifle team:

Special novice match.—Won by Corp. Roy W. Beal, U. S. Marine Corps, with a score of 93 out of a possible 105.

Individual match, all comers, short range.—Fourth place was won by Corp. Ollie M. Schriver, U. S. Marine Corps, who made a score of 95 out of a possible 105.

All comers rapid-fire match.—Sergt. Henry W. Baptist, U. S. Marine Corps, took third place, with a score of 145 out of a possible 150.

On August 24, 1905, the team went to Sea Girt, N. J., where it participated in the various matches incident to the combined matches, national match, national rifle, and the New Jersey State Rifle Association match.

The following were the results:

National team match, 38 teams participating: Fourth place.

Dryden trophy match: Seventh place.

Regimental team match: Ninth place.

Regimental team skirmish match: First place, thus permanently winning the cup for this match. In this match the score made by the Marine Corps team was the highest ever made, the first run being 469 and the second 464, the aggregate being 933.

National individual match: First Sergt. John McP. Ketcham was second, score 415, winning a gold medal, and Corpl. Simon I. Scott was tenth, winning a bronze medal.

National team match: Marine Corps team was fourth, the final score being 4,360, which was 38 points above the score made by the winning team in 1904.

Reading individual match: Gunnery Sergt. Charles E. Clark stood fourth, with a score of 144 out of a possible 150, and First Sergt. John McP. Ketcham stood tenth.

The following prizes were won in the above-mentioned matches, and the position of the Marine Corps team therein was as follows:

Match.	Position.	Prize.
National team	Fourth ..	\$100.00
Regimental skirmish	First ..	Trophy.
McAlpin trophy	Second ..	16.00
Cruikshank trophy	Second ..	38.40
Seventy-first Regiment trophy	Second ..	36.00
Old Guard trophy	Second ..	26.00
Company team	Third ..	9.00
Total amount in cash		225.40

The general work of the team was satisfactory, showing steady improvement over former years.

The Marine Corps rifle team, organized to compete in the national matches during the season of 1906, received its preliminary training at the rifle range, Williamsburg, Va., and was, on July 18, 1906, transferred to the range at Creedmoor, Queens, Long Island, N. Y., for participation in the matches of the New York State Rifle Association, upon the completion of which, on the recommendation of Capt. Frank E. Evans, retired, commanding the team, they remained in camp at Creedmoor until they were transferred, on August 25, 1906, to Sea Girt, N. J., for participation in the national competition matches.

This year there were 40 teams competing in the national match at Sea Girt, and while the Marine Corps team was not organized until early in July and did not begin firing until the middle of that month, it is believed that the officers and men composing the team are, man for man, superior to those of the 1905 team. The team had an excellent course of training at Creedmoor, and in the national rifle competition at Sea Girt this year stood sixth, with an aggregate score of 3,113, the aggregate score of the winning team being 3,251.

Up until the latter part of 1904, it has been the custom to await the annual report of the inspector of target practice before issuing the insignia to the officers and enlisted men who had qualified as sharpshooters and marksmen. In order to avoid the delay which always followed such procedure, this office directed that as soon as an officer or enlisted man had qualified as marksman, sharpshooter, or expert

rifleman, a report should be submitted, accompanied by score cards, to this office, after which certificates and insignia were awarded to those qualifying. This method has proven much more satisfactory than the old one.

In February, 1905, the Small Arms Firing Regulations, United States Army, 1904, were adopted in toto for the Marine Corps, and in September, 1905, the Controller of the Treasury rendered a decision to the effect that enlisted men of the Marine Corps qualifying under these regulations were entitled to the extra compensation provided for such qualification, upon the same conditions as were the enlisted men in the Army. This has proven of much benefit, as the men now know that excellence in marksmanship brings with it a monetary reward.

Enlisted men of the Marine Corps serving afloat who qualify as gun pointers in the various classifications are now receiving additional compensation or prizes for such qualification, and as a result the interest in target practice with guns of larger caliber has materially increased. The following is the approximate number of marines serving on board ship who have qualified as gun pointers in the classes indicated:

Intermediate gun pointers, first class.....	4
Intermediate gun pointers, second class.....	6
Secondary gun pointers, first class.....	79
Secondary gun pointers, second class.....	86
Total	175

In accordance with orders from these headquarters a monthly report of marines serving on board ship who qualify as gun pointers in the various grades is rendered to the adjutant and inspector of the Corps. In this manner a correct record of the number of men so qualifying and the dates of such qualification is kept at these headquarters.

RECRUITING.

The contingency of an abnormal number of discharges due to the fact that the four-year term of enlistment expired concurrently with the five-year terms, referred to in the last annual report, continued until March 2 of this year, but notwithstanding this fact, the strength of the Marine Corps has steadily increased, although the gains have, necessarily, been small. During the fiscal year July 1, 1905, to June 30, 1906, there were enlisted in the Corps approximately 5,500 men, a net gain during that period of 1,200 men, and under the present system it is believed that the Corps will shortly be recruited to its full strength. The high physical, mental, and moral standard which is endeavored to be maintained, coupled with the inadequate appropriation, as well as the great demand for labor of all kinds throughout the country, make it very difficult to secure a large number of men who can meet the requirements. Under the present improved methods, however, and at the present rate of recruiting, it is confidently believed that the Marine Corps will be recruited to its full strength before the end of the present calendar year.

INCREASE OF OFFICERS AND ENLISTED MEN.

Attention is invited to the comments in my last annual report as to the necessity for an increase in the commissioned and enlisted personnel of the Corps. The reasons set forth in the last annual report obtain at the present time with greater force, as no increase of numbers was granted by the last Congress, while the demands for both officers and men are daily on the increase. Unless prompt action is taken in this matter by Congress during its coming session the undersigned will be unable to carry out the directions of the Secretary of the Navy with regard to details, both ashore and afloat, and the efficiency of the Corps will suffer materially. The undersigned urgently recommends for the Department's consideration the increases for which estimates are submitted, as he believes that there is no question of greater importance to the future efficiency of the Corps.

The undersigned deeply appreciates the justice of the recommendation made by the Secretary in his last annual report that the Commandant of the Marine Corps be given the rank of major-general.

He believes that such rank is appropriate and proper for an officer who is by law and regulations made responsible for the discipline and efficiency of 278 officers and 8,771 enlisted men.

The legislation looking to this end was defeated in conference during the last session of Congress, and it is believed that the best interests of the service will be subserved by the Department renewing the recommendation made last year on this subject, and the undersigned has the honor so to recommend.

INSTRUCTION OF NEWLY APPOINTED OFFICERS AT THE SCHOOL OF APPLICATION, ANNAPOLIS, MD.

During the past year there have been ten (10) second lieutenants appointed in the Marine Corps, nine (9) of whom were from civil life and one (1) from the Marine Corps. All of these officers were sent to the school of application, Annapolis, Md., for instruction.

Forty-four second lieutenants have been graduated from the school of application at Annapolis, and have been assigned to duty on board ship and at the various shore stations in the United States and in the colonial possessions.

MILITARY TOURNAMENT, MADISON SQUARE GARDEN, NEW YORK, N. Y.

As has been the custom in recent years, a company of marines participated in the military tournament at Madison Square Garden, New York, N. Y., in May, 1906, and from letters received from those in authority it is gratifying to state that the marines maintained the high standard of efficiency for which they have previously been recognized.

OFFICERS ON DUTY AT NAVAL WAR COLLEGE, NEWPORT, R. I.

Maj. Dion Williams continues on duty on the staff of the Naval War College, as stated in the last annual report. Lieut. Col. George Barnett and Maj. Theodore P. Kane have also been in attendance upon the course at the War College during the present year.

NONCOMMISSIONED OFFICERS' SCHOOL, MARINE BARRACKS, WASHINGTON, D. C.

The school for noncommissioned officers at the Marine Barracks, Washington, D. C., is still maintained with good results.

MARINE CORPS SCHOOL, NEW LONDON, CONN.

The necessary steps are being taken for the conversion of the land allotted to the Marine Corps at New London, Conn., to the purpose intended. Steps have been taken to judiciously expend the money appropriated by the last Congress, and the Quartermaster has been directed to embody in the estimates the sum of \$175,000 for the necessary construction and for the proper conversion of this station into a Marine Corps school of application for officers and preliminary school for recruits.

REPORTS FROM STAFF OFFICERS.

Reports from the heads of the different staff departments show them to be in an excellent condition, the reports being confirmed by the personal knowledge of the undersigned.

GOOD-CONDUCT MEDALS.

During the past year 353 good-conduct medals and bars have been issued to enlisted men of the Corps, which proves that a fairly good percentage of men reenlist, and that those who are discharged leave the service with excellent reputations.

ADDITIONAL COMPENSATION FOR MEN DETAILED AS GUN POINTERS, MESS MEN, SIGNALMEN, AND AS PRIZES FOR EXCELLENCE IN GUNNERY EXERCISES.

The act of Congress approved June 29, 1906, made provision by which enlisted men of the Marine Corps would receive additional compensation when detailed as gun pointers, mess men, and signalmen, and for prizes for excellence in gunnery exercises and target practice, both afloat and ashore. This remedies a defect to which attention has previously been invited, and will materially benefit the Corps.

DEPOSITS WITH PAYMASTER.

The act of Congress approved June 29, 1906, also made provision for the enlisted men of the Marine Corps to deposit their savings in the same manner and under the same conditions as are now or may hereafter be provided for enlisted men of the Navy. This simply places the Marine Corps in the same status as is the Army and Navy, and will no doubt be of material benefit to the enlisted man.

INCREASED COMPENSATION FOR EXPERT RIFLEMEN, SHARPSHOOTERS, AND MARKSMEN.

The Controller of the Treasury having decided that the provisions of the last army appropriation act are applicable to the Marine Corps, the enlisted men of the Corps will receive the extra compen-

sation provided for in said act in case they fulfill the necessary qualifications. This legislation is of a most excellent character and will materially increase the efficiency of the Corps.

INCREASED RANK FOR OFFICERS ON THE RETIRED LIST.

The act of Congress approved June 29, 1906, provided that any officer of the Marine Corps below the grade of brigadier-general who served with credit as an officer or as an enlisted man in the regular or volunteer forces during the civil war prior to April 9, 1865, otherwise than as a cadet, and whose name is borne on the official register of the Marine Corps, and who has heretofore been or may hereafter be retired on account of wounds or disability incident to the service or on account of age or after forty years' service, may, in the discretion of the President, by and with the advice and consent of the Senate, be placed on the retired list of the Marine Corps with the rank and retired pay of one grade above that actually held by him at the time of retirement; provided that this act shall not apply to any officer who received an advance of grade since the date of his retirement or who has been restored to the Marine Corps and placed on the retired list by virtue of the provisions of a special act of Congress.

The necessary steps are now being taken to prepare the official records of those officers of the Marine Corps who are believed to come within the purview of this act in order that they may be forwarded to the Department for the necessary action in the premises.

CAMPAIGN BADGES.

It is recommended that the provisions of General Orders, Nos. 4 and 5, War Department, series of 1905, by which enlisted men of the Army are entitled to campaign badges for service ashore in Cuba, Porto Rico, and in the Philippine Islands during certain periods, also campaign badges for service ashore with the Peking relief expedition between June 20, 1900, and May 27, 1901, be made applicable to the men of the Marine Corps who were at the time members of and serving with the Army and have since enlisted in the Marine Corps. Also that provision be made for the issue of similar medals to marines who, at the time of the service mentioned in General Orders, Nos. 4 and 5, were enlisted men of the Marine Corps who served with the Army and who are still serving in the Marine Corps or elsewhere.

SCHOOL OF INSTRUCTION FOR COOKS.

The undersigned renews the recommendation made in his last annual report, that legislation be secured to establish a school of instruction for cooks, with a view to the more economical and better preparation of the ration.

Next year it is the purpose of the undersigned, in view of the kind offer of the Commissary-General of Subsistence of the Army, to send to the army school of instruction for cooks certain enlisted men of the Marine Corps, in order that at least the chief cook at the principal stations of the Corps will be graduates of such school; also for the purpose of selecting one enlisted man, especially adapted for the

purpose, to receive instruction in order that he may subsequently, should Congress enact the necessary legislation to provide a school for cooks in the Marine Corps, act as general instructor at said school.

AUTHORITY FOR ASSISTANT ADJUTANTS AND INSPECTORS TO ADMINISTER OATHS.

The undersigned again renews his recommendation that the act of Congress approved March 3, 1901, be amended so as to authorize all of the assistant adjutants and inspectors of the Marine Corps to administer oaths.

DOUBLE TIME FOR SERVICE IN CHINA.

It is again recommended that legislation be secured by which the marines serving with the legation guard at Peking, China, may be credited with double time for such service in the same manner as is given for service in the Philippine Islands.

MOVEMENT OF DETACHMENTS.

A detachment consisting of 1 officer and 100 enlisted men, under the command of Capt. Hiram I. Bearss, sailed from San Francisco, Cal., November 6, 1905, on the army transport *Sherman* for duty with the First Brigade of Marines. This detachment arrived at Cavite, P. I., December 3, 1905.

A detachment consisting of 1 officer and 100 enlisted men, under command of Capt. Henry C. Davis, sailed from San Francisco, Cal., November 25, 1905, on the army transport *Logan* for duty with the First Brigade of Marines. This detachment arrived at Cavite, P. I., December 23, 1905. One officer and 20 enlisted men sailed on the same transport for the Midway Islands as the relief of Second Lieut. Epaminondas L. Bigler and the detachment under his command.

A detachment consisting of 8 officers and 203 enlisted men, under command of Maj. Charles G. Long, embarked on the U. S. S. *Columbia* at the navy-yard, League Island, Pa., on December 9, 1905, for the Isthmus of Panama, to relieve the detachment there under the command of Col. (then Lieut. Col.) Thomas N. Wood. Major Long's detachment arrived at Colon December 17, 1905.

A detachment consisting of 1 officer and 100 enlisted men, under command of Capt. George C. Reid, sailed from San Francisco, Cal., January 5, 1906, on the army transport *Thomas* for duty with the First Brigade of Marines. This detachment arrived at Cavite, P. I., February 1, 1906.

A detachment consisting of 1 officer and 150 enlisted men, under command of Capt. William H. Clifford, sailed from San Francisco, Cal., February 15, 1906, on the army transport *Sherman* for duty with the First Brigade of Marines. The detachment arrived at Cavite, P. I., March 14, 1906.

Two detachments, one consisting of 150 enlisted men for duty with the First Brigade of Marines, Cavite, P. I., and the other of 40 enlisted men for duty at the naval station, Guam, Ladrone Islands, both under command of Capt. Wade L. Jolly, sailed from San Fran-

cisco, Cal., on the army transport *Thomas* March 26, 1906. Both of these detachments arrived at their destinations in due time.

A detachment consisting of 11 officers and 480 enlisted men sailed from San Francisco, Cal., April 16, 1906, on the army transport *Sheridan* for duty with the First Brigade of Marines, Cavite, P. I. A detachment consisting of 13 enlisted men, for service at Guam, L. I., accompanied this detachment, both being under the command of Capt. John N. Wright. These detachments reached their destinations in due time.

A detachment consisting of 1 officer and 25 enlisted men, under command of Second Lieut. Maurice E. Shearer, sailed from San Francisco, Cal., May 25, 1906, for duty at Midway Islands, and arrived at that place on June 11, 1906.

A detachment consisting of 4 officers and 112 enlisted men, under the command of Maj. John T. Myers, sailed from San Francisco, Cal., July 25, 1906, on the army transport *Sherman* for Peking, China. Major Myers was subsequently ordered to duty at Cavite, P. I., and Capt. Louis M. Gulick, who accompanied the detachment, to Guam, L. I.

EXPEDITIONARY FORCE TO CUBA.

In compliance with the order of the Department dated September 14, 1906, to assemble two battalions of 400 men each at the navy-yards, League Island, Pa., and Norfolk, Va., for expeditionary service in tropical waters, orders were immediately issued for the assembling of the battalions, fully armed and equipped for immediate service in the field, at the posts named. The battalion assembled at League Island was designated the Second Expeditionary Battalion and the one assembled at Norfolk the Third Expeditionary Battalion.

The Second Battalion, consisting of 16 officers and 357 enlisted men, under command of Lieut. Col. George Barnett, embarked on the U. S. S. *Minneapolis* September 17, and sailed on the morning of September 18, 1906. Of the Third Battalion, 2 officers and 143 enlisted men sailed at daybreak the morning of September 16, 1906, on the U. S. S. *Tacoma*, and 12 officers and 253 enlisted men sailed from Norfolk, Va., at 1 p. m., September 17, 1906, Maj. Theodore P. Kane, commanding. One officer (Capt. William C. Harlee) and 1 first sergeant were ordered to join the force on the *Tacoma* at Key West, Fla.

Under date of September 25, 1906, in compliance with instructions from the Department, the necessary orders were issued for the assembling of two additional battalions for tropical service, and the undersigned takes pleasure in reporting that these battalions, although collected from the various posts of the Corps, were assembled within thirty-six hours after the order reached these headquarters, but unfortunately their departure was delayed owing to lack of water transportation.

The Fourth Battalion, under command of Lieut. Col. Franklin J. Moses, consisting of 18 officers and 550 enlisted men, of which 15 officers and 374 enlisted men were assembled at League Island, and on October 2, 1906, took passage in the U. S. S. *Brooklyn*. Three

officers and 176 enlisted men were assembled at Boston, Mass., and on October 1, 1906, took passage in the U. S. S. *Prairie*.

The Fifth Battalion, under command of Maj. Edward R. Lowndes, consisted of 16 officers and 445 enlisted men. Of these, 8 officers and 240 enlisted men were assembled at Norfolk, Va., and on October 1, 1906, took passage in the U. S. S. *Texas*. One officer and 30 enlisted men sailed by mail steamer from Key West to Habana, while 1 officer and 12 enlisted men sailed by mail steamer from New Orleans, La. Four officers and 123 enlisted men were concentrated at San Juan, P. R., and transferred to Habana by the U. S. S. *Dixie*.

Col. Littleton W. T. Waller was directed to proceed by rail and steamer to Habana and report to the senior officer present as the officer detailed to command the marines who were concentrated in Cuban waters.

In addition to the marines collected from the posts on the Atlantic coast, all the marines attached to the vessels of the Atlantic fleet were, on September 24, 1906, sent to Habana in the U. S. S. *Kentucky* and the U. S. S. *Indiana*.

The entire force of marines concentrated in Cuban waters, so far as the records of these headquarters show, is as follows:

	Officers.	Enlisted men.
First Expeditionary Battalion.....	10	306
Second Expeditionary Battalion.....	16	357
Third Expeditionary Battalion.....	15	397
Fourth Expeditionary Battalion.....	18	550
Fifth Expeditionary Battalion.....	14	405
Marines from fleet.....	24	780
Total.....	97	2,795

DETACHMENTS RETURNED TO THE UNITED STATES.

The following detachments arrived in the United States from foreign stations since the date of the last annual report:

October 19, 1905. On army transport *Sherman*: Two officers and 121 enlisted men from Cavite, P. I.

November 23, 1905. On army transport *Buford*: Twenty-one enlisted men from Cavite, P. I.

December 14, 1905. On army transport *Thomas*: Sixteen enlisted men from Cavite, P. I.

February 4, 1906. On army transport *Logan*: Thirteen enlisted men from Cavite, P. I., 14 enlisted men from Midway Islands, and 1 enlisted man from Honolulu, Hawaii.

May 29, 1906. On army transport *Thomas*: Eight officers and 361 enlisted men, under command of Capt. P. S. Brown, from Cavite, P. I. Included in this detachment were 13 enlisted men from Guam, Ladrone Islands, and 3 enlisted men from Honolulu, Hawaii. Eight officers and 300 enlisted men of this detachment left for the east, by special train, on May 30, 1906.

COMMENDATORY LETTERS.

Under date of May 11, 1906, Private Fenimore C. Remaley received a commendatory letter from the Acting Secretary of the Navy for his daring attempt to save the life of Joseph G. Hughes, late private

U. S. Marine Corps, who was accidentally drowned at Charleston, S. C., on the afternoon of April 20, 1906.

Under date of May 19, 1906, the Acting Secretary of the Navy forwarded letters of commendation to the following officers of the Marine Corps "for their services in connection with the recent catastrophe in the city of San Francisco:" Lieut. Col. Lincoln Karmany, First Lieut. Sidney W. Brewster, Second Lieut. Fred A. Udell, and Second Lieut. Arthur Stokes; also a letter of commendation for similar service to First Lieut. William E. Smith, under date of May 21, 1906.

COMMEMORATIVE MEDALS.

Commemorative medals were issued to the following officers of the Marine Corps by the management of the Louisiana Purchase Exposition through the Government Board Louisiana Purchase Exposition (B. F. Peters, representative Navy Department, U. S. Government Board) for their participation in preparing the Government exhibit at St. Louis, Mo., in 1904: Brig. Gen. George F. Elliott, Lieut. Col. James E. Mahoney, Capt. William H. Clifford, Capt. Alexander S. Williams, Capt. Harold C. Reisinger, First Lieut. Frank C. Lander, and First Lieut. Samuel J. Logan, retired.

A commemorative medal was also awarded to the leader of the band, United States Marine Corps, William H. Santelmann, also medals to the United States Marine Corps detachment for its daily drills, and to the United States Marine Band.

The above medals were issued under date of February 27, 1906.

ARMY COURTESIES.

The undersigned takes much pleasure in bringing to the attention of the Department the fact that the courtesies which have been hitherto extended to the Marine Corps by the officials of the War Department have been continued during the past year and have added greatly to the efficiency of the Corps.

APPOINTMENTS.

LINE.

From United States Marine Corps.—Second lieutenant, to rank from December 30, 1905: Quartermaster Sergt. Charles S. McReynolds.

From civil life.—Second lieutenant, to rank from September 29, 1905: Robert L. Denig.

Second lieutenants, to rank from December 30, 1905: Logan Tucker, John E. Semmes, jr., Charles F. B. Price.

Second lieutenant, to rank from February 5, 1906: William C. Powers, jr.

Second lieutenant, to rank from March 14, 1906: Russell H. Davis.

Second lieutenant, to rank from June 16, 1906: Sydney S. Lee.

Second lieutenant, to rank from June 26, 1906: Robert Tittoni.

Second lieutenant, to rank from August 3, 1906: Ross E. Rowell.

From United States Naval Academy.—There were no appointments to the Marine Corps from the United States Naval Academy during the past year.

PROMOTIONS.

LINE.

- Lieut. Col. Thomas N. Wood, to colonel, February 1, 1906.
Lieut. Col. Harry K. White, to colonel, June 16, 1906.
Maj. Franklin J. Moses, to lieutenant-colonel, February 1, 1906.
Maj. Con M. Perkins, to lieutenant-colonel, June 16, 1906.
Capt. Laurence H. Moses, to major, March 6, 1904.
Capt. Wendell C. Neville, to major, June 4, 1904.
Capt. Thomas C. Treadwell, to major, December 9, 1904.
Capt. Dion Williams, to major, February 28, 1905.
Capt. Edward R. Lowndes, to major, March 11, 1905.
Capt. John T. Myers, to major, April 1, 1905.
Capt. Albertus W. Catlin, to major, to fill vacancy of February 1, 1906, to take rank from June 4, 1905.
Capt. John H. Russell, to major, June 16, 1906.
First Lieut. Harry R. Lay, to captain, February 28, 1905.
First Lieut. Charles B. Taylor, to captain, March 11, 1905.
First Lieut. John W. Wadleigh, to captain, April 1, 1905.
First Lieut. William R. Coyle, to captain, August 1, 1905.
First Lieut. William C. Harlee, to captain, August 30, 1905.
First Lieut. Richard S. Hooker, to captain, February 1, 1906.
First Lieut. Richard P. Williams, to captain, June 16, 1906.
First Lieut. Lee B. Purcell, to captain, June 16, 1906.
Second Lieut. Gerard M. Kincade, to first lieutenant, March 3, 1904.
Second Lieut. Frederic Kensel, to first lieutenant, March 3, 1904.
Second Lieut. Eugene P. Fortson, to first lieutenant, March 3, 1904.
Second Lieut. Davis B. Wills, to first lieutenant, July 29, 1904.
Second Lieut. Edward S. Yates, to first lieutenant, December 1, 1904.
Second Lieut. Harry O. Smith, to first lieutenant, December 2, 1904.
Second Lieut. Albert Hamilton, to first lieutenant, December 9, 1904.
Second Lieut. Fred D. Kilgore, to first lieutenant, December 15, 1904.
Second Lieut. Sidney A. Merriam, to first lieutenant, January 6, 1905.
Second Lieut. Arthur P. Crist, to first lieutenant, March 11, 1905.
Second Lieut. Edward W. Banker, to first lieutenant, April 1, 1905.
Second Lieut. William E. Parker, to first lieutenant, August 1, 1905.
Second Lieut. William M. Small, to first lieutenant, August 30, 1905.
Second Lieut. Epaminondas L. Bigler, to first lieutenant, March 14, 1906.
Second Lieut. Robert B. Farquharson, to first lieutenant, June 16, 1906.
Second Lieut. Charles R. Sanderson, to first lieutenant, June 16, 1906.

Second Lieut. Walter N. Hill, to first lieutenant, June 26, 1906.
 Second Lieut. Russell B. Putnam, to first lieutenant, July 1, 1906.
 Second Lieut. Benjamin A. Lewis, to first lieutenant, July 6, 1906.

RETIREMENTS.

Col. Mancil C. Goodrell, January 31, 1906, with rank of brigadier-general.
 Maj. Robert McM. Dutton, March 6, 1905.
 First Lieut. Fred A. Udell, March 3, 1904.
 Second Lieut. Alexander B. Mikell, March 15, 1906.

RESIGNATIONS.

Capt. Robert F. Wynne, July 5, 1906.
 Capt. William R. Coyle, August 14, 1906.
 First Lieut. Province McCormick, jr., June 25, 1906.
 Second Lieut. Reginald R. Hogan, July 12, 1906.
 Second Lieut. Edward P. Larned, August 3, 1906.

OFFICERS DIED.

Brig. Gen. Francis H. Harrington, retired, April 1, 1906, at New Orleans, La.
 First Lieut. Arthur McAllister, June 30, 1906, at New York, N. Y.

RETIRED OFFICERS EMPLOYED ON ACTIVE DUTY.

During the past year the following officers on the retired list of the Marine Corps have been employed on active duty in accordance with directions from the Secretary of the Navy, such officers being entitled to the full pay and allowances of the grade, but not to exceed that of major:

Lieut. Col. William F. Spicer.
 Capt. John G. Muir.
 Capt. Frank E. Evans.
 First Lieut. Samuel H. Gibson.
 First Lieut. Samuel J. Logan.
 First Lieut. Harold Colvocoresses.

ENLISTED FORCE.

The enlistments and reenlistments in the Marine Corps during the past year have been as follows:

Enlistments	4,725
Reenlistments:	
From Marine Corps.....	455
From Army	137
Joined from desertion.....	299
	<hr/> 891
Total.....	5,616
Discharged, deserted, retired, and died during the same period.....	4,283

DISTRIBUTION OF FORCE.

During the past year marines have been doing duty at posts and on board ships in commission as follows:

In the United States.—Headquarters United States Marine Corps; assistant quartermaster's office, Philadelphia, Pa.; assistant adjutant and inspector's office, Berkeley, Cal.; assistant quartermaster's office, Berkeley, Cal.; assistant paymaster's office, Berkeley, Cal.; Portsmouth, N. H.; Narragansett Bay, R. I.; Iona Island, N. Y.; Naval Home, Philadelphia, Pa.; Marine Barracks, Washington, D. C.; Navy-yard, Washington, D. C.; Port Royal, S. C.; Key West, Fla.; Mare Island, Cal.; Naval training station, San Francisco, Cal.; Boston, Mass.; New York, N. Y.; League Island, Pa.; Annapolis, Md.; Norfolk, Va.; Charleston, S. C.; Pensacola, Fla.; New Orleans, La.; Bremerton, Wash., and Sitka, Alaska.

In the West Indies.—Culebra, U. S. W. I.; Guantanamo, Cuba; San Juan, P. R.

Isthmus of Panama.—Camp Elliott, Isthmian Canal Zone.

Hawaiian Islands.—Honolulu.

Pacific Ocean.—Pago Pago, Samoa; Midway Islands.

Korea.—Seoul.

Japan.—United States naval hospital, Yokohama.

China.—United States legation, Peking.

Philippine Islands.—Assistant adjutant and inspector's office, Manila; assistant paymaster's office, Cavite, P. I.; headquarters First Brigade of Marines, Cavite; marine barracks, Cavite; marine barracks, navy-yard, Cavite; marine barracks, Olongapo; marine barracks, Pollok.

On board ships in commission.—Receiving ships: *Franklin, Lancaster, Wabash, Independence, Hancock, Southery, Pensacola, and Philadelphia.*

Cruising ships: *Alabama, Charleston, Cincinnati, Dolphin, Hartford, Indiana, Kentucky, Maine, Mayflower, Mohican, Ohio, Rainbow, St. Louis, Virginia, Wilmington, Baltimore, Chattanooga, Colorado, Dubuque, Helena, Iowa, Lawton, Marblehead, Minneapolis, New Jersey, Paducah, Raleigh, Tacoma, Washington, Wisconsin, Boston, Chicago, Columbia, Galveston, Illinois, Kearsarge, Louisiana, Maryland, Missouri, Newport, Pennsylvania, Rhode Island, Tennessee, West Virginia, and Wolverine.*

Also floating battalions on board the U. S. S. *Dixie* and the U. S. S. *Yankee.*

Recruiting offices.—Districts of Michigan, Iowa, Buffalo, N. Y., Massachusetts, Ohio, Illinois, California, Pennsylvania, Minnesota, Pittsburg, Pa., Missouri, New York, and Maryland.

New marine detachments have been furnished to the following ships, which have been placed in commission since the date of the last annual report: *Charleston, New Jersey, St. Louis, Washington, Helena, Paducah, Tennessee, Wilmington, Indiana, Rhode Island, and Virginia.*

Marine detachments have been withdrawn from the following ships, which have been placed out of commission during the past year: *Atlanta, Cleveland, Monadnock, Olympia, Solace, Texas, Brooklyn,*

Denver, Nashville, Oregon, Terror, Castine, Des Moines, Newark, Severn, and Topeka.

The following is the general distribution of the officers and enlisted men of the Marine Corps at the present time:

	Officers.	Enlisted men.
On shore duty within the territorial limits of the United States, not serving with troops.....	32	
Serving with troops.....	33	1,138
On shore duty outside the territorial limits of the United States, not serving with troops.....	3	
Serving with troops.....	163	4,905
On board ships in commission.....	42	2,098
Total.....	273	8,141

REGULAR APPROPRIATIONS.

The regular appropriations made for sustaining the Marine Corps during the last fiscal year have been expended to the greatest possible advantage, all purchases and expenditures being properly substantiated by vouchers.

As stated in the previous part of this report, the four and five year enlistments expired concurrently until March 2, 1906, thus causing an abnormal number of discharges and a consequent lack of men to fill the demands made upon these headquarters, and to that extent the undersigned is compelled to report that he has not been able to conduct the affairs of these headquarters as he desired to do. It is gratifying to report, however, that notwithstanding the difficulties which have presented themselves, as above outlined, the general efficiency of the Corps has been maintained at a high standard, and as soon as the Corps makes the required number of enlistments to bring it up to its full authorized strength it is hoped that this condition will be somewhat ameliorated.

Very respectfully,

G. F. ELLIOTT,
Brigadier-General, Commandant.

The SECRETARY OF THE NAVY.

LIST OF PAPERS.

Secretary's Office:

Secretary's report, 3-28.

Report of Personnel Board, 29-36.

Tables C to E, 37-43.

Legal services abroad, 44.

Comparative statement of estimates and appropriations, Navy Department, under legislative, executive, and judicial appropriation bill, 1907-8, 45-76.

Navy Department, 45-51.

Naval Establishment, 52-76.

Financial statement, 77.

Report of Paymaster-General, 78, 79.

Statement showing number and amount of requisitions, all bureaus, upon which competition has been waived, series 1906, 80-96.

Proposals, contracts, etc., 97-109.

Statement of proposals for construction of battle ships Nos. 26, 27 (South Carolina and Michigan), 97, 98.

Statement of proposals for furnishing ice and purchase of waste paper, washing towels, etc., 99.

Schedule of bids and statement of contracts awarded and entered into for furnishing stationery and miscellaneous supplies, 99-109.

Judge-Advocate-General, report of, 111-119.

Estimates of appropriations, 119.

Library and Naval War Records, report of superintendent, 121-123.

Board of Visitors to the Naval Academy, report of, 125-150.

Committee on buildings, grounds, improvements, library, and finance, report of, 126-130.

Committee on administration, rules and regulations, discipline, drill, police, and athletics, report of, 130-133.

Committee on admission and discharge, standard of scholarship, officers and officials, and practice crews, 133-137.

Committee on mess arrangements, etc., commissary and hygiene, report of, 137-146.

Bureau of Yards and Docks, report of, 151-219.

Appendixes—

No. 1. Report of expenditures (material and labor), year ended 1906, 219.

No. 2. Detailed report from navy-yards and stations of expenditures (material and labor), under appropriation "Repairs and preservation, navy-yards and stations," year ended 1906, 220, 221.

No. 3. Detailed report from navy-yards and stations of expenditures (material and labor) under appropriation "Maintenance, yards and docks," year ended 1906, 222, 223.

No. 4. Detailed report from navy-yards and stations of expenditures under appropriation "Civil establishment, yards and docks," year ended 1906, 224-226.

No. 5. Report of expenditures under appropriation for salaries for Bureau of Yards and Docks, year ended 1906, 226.

No. 6. Statement of appropriations for yards and docks, showing amount obligated, appropriated, and remaining unobligated, June 30, 1906, 227-236.

No. 7. Statement of offers received during fiscal year ended June 30, 1904, for works of improvement under cognizance of the Bureau of Yards and Docks, 236-250.

No. 8. Tabulated statement showing character, value, and condition of the improvements at navy-yards under cognizance of the Bureau of Yards and Docks at end of fiscal year, 252-336.

Bureau of Equipment, report of, 337-394.

Inspector of electrical appliances, office of, 374-383.

Schedule of offers received by the Bureau of Equipment, fiscal year 1906, 395, 396.

Bureau of Navigation, report of, 397-434.

Appendixes—

A. Movements of vessels, 435-493.

B. Report of towing floating dry dock *Dewey* to Philippine Islands, 494-505.

Bureau of Ordnance, report of, 507-540.

Bureau of Construction and Repair, report of, 541-713.

Progress of work on vessels under construction, 564-566.

Reports as to navy-yards and naval stations, 567-628.

List of vessels of the United States Navy, 629-713.

Bureau of Steam Engineering, report of, 715-751.

Condition of machinery on July 1, 1906, of vessels under construction, 726-735.

Machinery data of all ships carried on the active list and those authorized by

Congress and now under design or construction, 741-751.

Bureau of Supplies and Accounts, report of, 753-755.

Appendixes—

Statement A.—General naval account, 756-762.

Statement B.—Expenditures of money and material at shore stations and objects to which applied, 763-773.

Statement C.—Operation of naval supply fund, fiscal year 1906, 773.

Statement D.—Value of supplies (excepting provisions, clothing, and small stores, and contingent supplies and accounts stores) on hand July 1, 1905, etc., 774, 775.

Statement E.—Value of supplies received and expended on board ships in commission, except medical and pay officers' stores, fiscal year ended 1906, 775.

Statement F.—Cost of maintaining ships in commission, 776-779.

Statement G.—Public sales of condemned Government property, 780-785.

Statement H.—Payments through the Paymaster-General's Office on contract, open-purchase, and open-contract vouchers, 786.

Statement I.—Receipts and expenditures of provisions, 786-789.

Statement J.—Schedules of proposals received, 790-1019.

Bureau of Medicine and Surgery, report of, 1021-1207.

Statistical tables, 1078-1105.

Extracts of reports on navy-yards, shore stations, and receiving ships, 1106-1141.

Extracts of reports on cruising ships, 1142-1183.

Special reports, 1184-1201.

Selected medical, surgical, and sanitary notes from ships, shore stations, and hospitals, 1202-1206.

Marine Corps, report of, 1209-1233.

INDEX.

Additions to the Navy, [557](#), [558](#).

American Public Health Association, report of meeting, 1199, 1200.

Ammunition ships, [513](#).

Armor:

Contracts for armor plate criticised, [21-23](#).

Proposals and contracts for, [97](#), [98](#).

Report of Bureau of Ordnance, [513](#), [514](#).

Asiatic Fleet, distribution and employment of, [399-401](#), [405](#).

Atlantic Fleet, organization of, [397-399](#), [404](#).

Auxiliary vessel, containing machine shop, etc., recommended, [518](#), [519](#).

Baneroft, gunboat, dropped from the Navy, [558](#).

Barracks for recruits, [422](#).

Battle ships:

Added to the Navy, [557](#).

Authorized, description of, [560-563](#).

Launched since the last annual report, [559](#).

Machinery data, [742-749](#).

Proposals for construction, [97](#), [98](#).

Report of Secretary of Navy, [18](#), [19](#).

Tables of vessels of the U. S. Navy, [630-637](#).

Under construction—

At navy-yards and under contract, [558](#), [559](#).

Condition of machinery, July 1, 1906, [726-730](#).

Progress of work on, [564-566](#).

Bennington, U. S. S., disaster to, mentioned, [400](#), [1048](#), [1049](#).

Blakely, torpedo boat, added to the Navy, [558](#).

Boards. (See Naval boards.)

Bonaparte, Charles J., report of, [3-28](#).

Bureau chiefs, [8](#).

Bureau of Construction and Repair:

Report of chief, [541-713](#).

Appendixes. (See List of Papers.)

Bureau of Equipment:

Report of chief, [337-394](#). (See also List of Papers.)

Bureau of Medicine and Surgery:

Report of chief, 1021-1207. (See also List of Papers.)

Bureau of Navigation:

Establishments under, [432](#), [433](#).

Report of chief, [397-434](#).

Appendixes, [435-505](#). (See List of Papers.)

Bureau of Ordnance, report of chief, 507-540.

Bureau of Steam Engineering:

Report of chief, [715-751](#). (See also List of Papers.)

Bureau of Supplies and Accounts:

Report of Paymaster-General, [753-755](#).

Appendixes, [756-1019](#). (See List of Papers.)

Additional report of Paymaster-General, [78](#), [79](#).

Tables of requisitions under which purchases were made without competition, [80-96](#).

Bureau of Yards and Docks:

Report of chief, [151-219](#).

Appendixes, [219-250](#). (See List of Papers.)

Canal tolls, [374](#).

Capps, W. L., report of, [541-713](#).

Certificates of birth, [423](#), [424](#).

- Chaplains, [14](#).
Charleston, protected cruiser, added to the Navy, [558](#).
 Charts, [390](#), [391](#).
 Chronometers and time service, department of, [386](#).
 Civil establishment, [15](#).
 Coal:
 Barges assigned for Bureau of Equipment, [706](#), [707](#).
 Depots, [371-373](#).
 Report of Bureau of Equipment, [367-370](#).
 Cole, W. C., extract from report of, [365](#).
 Colliers:
 Machinery data of United States vessels, [742-749](#).
 Southery, medical report, 1192, 1193.
 Tables of vessels of the United States Navy, [702](#), [703](#).
 Under construction—
 At navy-yards, [559](#).
 Condition of machinery, July [1](#), 1906, [735](#).
Colorado, armored cruiser, added to the Navy, [557](#).
 Comparative statement of estimates and appropriations, 1907-8:
 Navy Department, [45-51](#).
 Naval Establishment, [52-76](#).
 Compass office, [387](#).
Constitution, U. S. frigate, progress of work upon, [23](#), [24](#).
 Contracts for armor plate, ammunition, and torpedoes, [21-23](#).
 Converse, George A., report of, [397-434](#).
 Coontz, R. E., extract from report of, [366](#).
 Cowles, William S., report of, [337-394](#).
 Cruisers:
 Added to the Navy, [557](#), [558](#).
 Auxiliary cruiser, [696](#), [697](#).
 Scout, [733](#).
 Tables of vessels of the United States Navy, [638-643](#), [648-657](#).
 Under construction—
 Condition of machinery, July [1](#), 1906, [730-733](#).
 Progress of work upon, [564-566](#).
 Under contract, [558](#), [559](#).
 Cuba, expeditionary force of marines sent to, 1227, 1228.
 Davis, Cleland, report of personnel board, [29-36](#).
 Deaths in the Navy and Marine Corps, [1104](#), [1105](#).
 Dental surgeons, [1034](#), [1035](#).
 Desertions, [425-429](#).
 Dewey. (*See* Dry docks.)
 Diehl, S. W. B.:
 Report of Judge-Advocate-General's Office, [111-119](#).
 Report recommending appropriation for legal services abroad, [44](#).
 Dry docks:
 Dewey towed to Philippine Islands—
 Report of Bureau of Navigation, [400](#), [401](#).
 Report of Commander [H. H.](#) Hosley, U. S. Navy, [494-505](#).
 Report of Secretary of Navy, [18](#).
 Report of Bureau of Construction and Repair, [545-548](#).
 Report of Bureau of Yards and Docks, [151-153](#).
Dubuque, gunboat, added to the Navy, [558](#).
 Earthquake at San Francisco, references to, [400](#), [1029](#), 1215, 1218.
 Eclipse of August [30](#), 1905, [388](#).
 Electrical appliances installed in ships of the Navy, [374-383](#).
 Elliott, G. F., report of, 1209-1233.
 Endicott, M. T., report of, [151-219](#).
 Engineering in the fleet, [407](#).
 Enlistments, [416-420](#).
 Estimates and appropriations, 1907-8, comparative statement of, [45-76](#):
 Navy Department, [45-51](#).
 Naval Establishment, [52-75](#).
 Estimates, appropriations, Construction and Repair, [542-545](#).
 Estimates, Bureau of Medicine and Surgery, [1022](#).
 Experiment station, Annapolis, [735-737](#).
 Financial statement: Appropriations, expenditures, and balances, fiscal year 1905-6,
 [77](#).

Fleet:

- Battle, sick quarters on, [408](#).
- Composition of fleets and squadrons, [403-405](#).
- Distribution and employment of, [397-401](#).
- Engineering in the, [407](#).
- Repairs to vessels of the, [406](#).

Gasoline motors, [717](#).General Board, [7](#), [8](#), [403](#).General naval account, Bureau of Supplies and Accounts, 1905-6, [756-762](#).*Georgia*, battleship, added to the Navy, [557](#).Gleaves, Albert, report of personnel board, [29-36](#).Government property, public sales of, [780-785](#).Guam and Tutuila, measures for sanitary welfare at, [1042-1045](#).

Gunboats:

- Added to the Navy, [558](#).
- Dropped from the Navy, [558](#).
- Tables of vessels of the United States Navy, [658-667](#), [670-673](#).
- Under construction, condition of machinery, July 1, 1906, [733](#).

Gunnery and small-arms training, [430-432](#).Guns, report of Bureau of Ordnance, [508-511](#).Harris, H. T. B., reports of, [78](#), [79](#), [753-755](#).Health of the Navy and Marine Corps, statistical report, [1074](#), [1075](#).Hosley, H. H., report of personnel board, [29-36](#).

Hospital Corps:

- Report of Bureau of Medicine and Surgery, [1031-1033](#).
- Training school, [1033](#).
- Warrant grade, increase of, recommended, [1027](#).

Hospital ships:

- Report of Bureau of Medicine and Surgery, [1053-1055](#).
- Tables of vessels of the United States Navy, [704](#), [705](#). (*See also* Naval hospitals.)

Hydrographic Office, [388-392](#).Increase of the Navy, [20](#), [21](#).Infectious diseases at naval training stations, [1037](#), [1038](#).Inspection of engineering material, [737-739](#).Inspection of powder, [512](#).Inspection of steel, [555-557](#).Inspector of electrical appliances, work of, [374-383](#).Inspectors of equipment, extracts from reports of, [364-366](#).Inspectors of ordnance, [511](#), [516](#), [521](#), [522](#).International medical service, [1029](#), [1030](#).

International Congress on Tuberculosis, extracts from a report on, 1195-1198.

International Sanitary Convention of American Republics, 1905, report on, 1198, 1199.

Jamestown, Va., proposed celebration at, [429](#), [430](#).Jones, Hilary P., report of personnel board, [29-36](#).Jones, John Paul, remains transported to Annapolis, [398](#), [399](#).

Judge-Advocate-General's Office:

- Legal services abroad, [44](#).
- Legislation recommended by the Secretary, [17](#).
- Report of Judge-Advocate-General, [111-119](#).

Kearsarge, U. S. S., disaster to, [398](#), [1048](#), [1049](#), 1205, 1206.Leper colony at Guam, [25](#).Libraries issued to ships, [373](#).Library and Naval War Records Office, report of Superintendent, [121-123](#).List of vessels of the United States Navy, [629-713](#).Louis of Battenberg, Prince, visit to Annapolis, [398](#).*Louisiana*, battle ship, added to the Navy, [557](#).Machinery data of all United States vessels, [741-751](#).Mallison, George, extract from report of, [366](#).

Marine Corps:

- Appointments, 1229.
- Barracks needed at Panama and Hawaii, 1215.
- Battalions on U. S. S. *Dare* and *Yankee*, 1216, 1217.
- Commemorative medals issued to, 1229.
- Deaths, 1231.
- Distribution of force, 1232, 1233.
- Enlisted force, 1231.
- Good-conduct medals, 1224.

Marine Corps—Continued.

- Headquarters, congested condition of, 1215.
- Health of the Navy and Marine Corps, 1905, [1074](#), [1075](#).
- Increase of officers and enlisted men recommended, 1223.
- Marines on board ship, [407](#), [408](#).
- Medical report on barracks at Washington, [D. C.](#), 1191, 1192.
- Medical statistics, [1104](#), [1105](#).
- Military tournament, participation in, 1223.
- Movements of detachments, 1216, 1226, 1227.
- Officers at Naval War College, 1223.
- Promotions, [1230](#).
- Public works, estimates for and value of, 1211-1214, 1215.
- Recruiting, 1222.
- Report of Brigadier-General Commandant, 1209-1233.
- Report of Bureau of Medicine and Surgery, [1040](#), [1041](#).
- Report of Secretary of Navy, [4](#), [16](#).
- Resignations, 1231.
- Retired officers—
 - Increased rank for, 1225.
 - On active duty, 1231.
- Retirements, 1231.
- School of Application, instruction of officers at, 1223.
- Target practice, 1220-1222.
- Maryland*, armored cruiser, added to the Navy, [557](#).
- Mason, N. E., report of, [507-540](#).
- Mecklenberg Declaration of Independence, celebration of, 1218.
- Medical associations, [1028](#), [1029](#).
- Miller, W. G., extract from report of, [365](#).
- Milwaukee*, protected cruiser, added to the Navy, [558](#).
- Mines and wrecking outfits, [515](#), [516](#).
- Monitors:
 - Machinery data, [742-749](#).
 - Tables of vessels of the United States Navy, [644-647](#).
- Morgan, C. B., extract from report of, [366](#).
- Morris tubes and delayed-action dottors, [511](#).
- Moses, Stanford E., extract from report of, [364](#).
- Movements of vessels, [435-493](#).
- Nautical Almanac office, [387](#).
- Nautical instruments, department of, [386](#).
- Naval Academy:
 - Medical report on, 1185-1191.
 - Report of Board of Visitors, [125-150](#).
 - Report of Secretary of Navy, [8](#), [9](#).
- Naval boards:
 - Gun forgings, [517](#).
 - Personnel, [3](#), [4](#), [29-43](#).
 - Ordnance, [516](#), [517](#).
- Naval Gun Factory, [522-527](#).
- Naval Hospital fund, [1023](#).
- Naval hospitals:
 - Medical statistics, [1096-1101](#).
 - New, recommended, [1050-1052](#).
 - Report of Bureau of Medicine and Surgery, [1055-1073](#).
 - Special reports, extracts from, 1200-1203.
 - Summary for 1905, [1077](#).
- Naval Institute, [432](#).
- Naval medical school, [1031](#), 1184.
- Naval militia, [430](#).
- Naval Observatory, report of Bureau of Equipment, [386-388](#).
- Naval prisons, [112-116](#).
- Naval Proving Ground and Smokeless Powder Factory, Indian Head, Md., [528-531](#).
- Naval Reserve, [12-14](#), [430](#).
- Naval Torpedo Station, Newport, R. [I.](#), [532](#).
- Naval War Records. (See Library and Naval War Records Office.)
- Navy Department, organization of, [4-6](#), [402](#).

Navy-yards and stations:

Estimates of appropriations, Construction and Repair, [542-545](#).Report of Bureau of Construction and Repair, [545-550](#), [567-628](#).Report of Bureau of Equipment, [339-364](#).Report of Bureau of Medicine and Surgery, [1041-1045](#), [1050-1052](#).Hospitals at, [1055-1073](#), [1077](#).

Medical officers at, extracts from reports of, 1106-1135, 1193, 1194, 1204, 1205.

Medical statistics, [1082](#), [1090-1095](#).Training stations, [1035-1038](#).Report of Bureau of Ordnance, [531-540](#).Report of Bureau of Steam Engineering, [717-726](#).Report of Bureau of Supplies and Accounts, [763-773](#).

Bureau of Yards and Docks—

Appropriations, [227-236](#).Improvements, [252-336](#).Operations and expenditures, [155-226](#).Surroundings of, [14](#), [15](#).*Nebraska*, battle ship, added to the Navy, [557](#).Newberry, Truman H., report of personnel board, [29-36](#).*New Jersey*, battle ship, added to the Navy, [557](#).Nurse corps, [1033](#), [1034](#).Officers. (*See* Personnel.)Official entertainments, appropriation for, recommended, [406](#).Oil fuel, [370](#).Ordnance pamphlets, [520](#).*Oriole*, sailing ship, dropped from the Navy, [558](#).Pacific Squadron, distribution and employment of, [400](#), [401](#).*Paducah*, gunboat, added to the Navy, [558](#).

Panama:

Malaria among marines sent to, [1040](#), [1041](#).

Marine barracks needed at, 1215.

Marines, movements of, 1216.

Removal of marines from camp at Empire, [1040](#).Patents by naval officers, [517](#), [518](#).*Pennsylvania*, armored cruiser:Added to the Navy, [557](#).Epidemic of typhoid fever on, [1045](#), [1046](#).

Personnel:

Age of flag and commanding officers, [409](#), [410](#).Board, report of, [3](#), [4](#), [29-43](#).Engineering course for young officers, [739](#).

Enlisted—

Citizenship of, [424](#), [425](#).Desertions, [425-429](#).Recruiting, [414-416](#).Report of Secretary of Navy, [10-12](#).Retired list, [422](#).Seamen gunners under instruction, [519](#).Tables, recruiting stations, [416-420](#).Training of, [420-422](#).Medical officers, [1023-1028](#).

On duty—

Bureau of Equipment, [392](#), [393](#).Construction and repair, navy-yards, [567](#), [570](#), [571](#), [576](#), [586](#), [587](#), [591](#), [592](#), [600](#), [602](#), [605](#), [607](#), [608](#), [615](#), [619](#), [621](#), [622](#), [628](#).Promotion of officers, [411](#).Report of Bureau of Construction and Repair, [550](#), [551](#).Report of Bureau of Ordnance, [512](#), [516](#), [519](#).Restoration of officers to the Navy, [412](#).Retired rear-admirals, [16](#).Scarcity of officers, [411](#), [412](#).Staff officers, titles of, [10](#).Vice-admiral, grade of, [7](#), [409](#).

Warrant officers—

Increase in hospital corps, [1027](#).

Report of Bureau of Navigation, 412-414.

Philippine Islands, marine brigade in, 1218.

Pilotage, [374](#).

Powder:

Depots and magazines, [531](#), [533](#), [534](#), [535](#), [538](#), [539](#), [540](#).Factory, [529-531](#).Report of Bureau of Ordnance, [511](#), [512](#), [529-540](#).Projectiles, [512](#).

Proposals and contracts:

Bureau of Equipment, schedule of offers received by, [396](#), [397](#).Bureau of Ordnance, [540](#).Bureau of Supplies and Accounts, schedule of proposals [790-1019](#).Bureau of Yards and Docks, [236-250](#).Secretary's office, [97-109](#).Rae, C. W., report of, [715-751](#).

Receiving ships, reports of medical officers on, 1135-1141.

Recruits or recruiting:

Report of Bureau of Medicine and Surgery, [1039](#), [1040](#), [1076](#).Report of Bureau of Navigation, [414-420](#), [422](#).

Report of Marine Corps, 1222.

Rhode Island, battle ship, added to the Navy, [557](#).

Rixey, P. M., report of, 1021-1207.

Rush, W. R., extract from report of, [364](#).Russo-Japanese war, Russian medical and sanitary features of, [1049](#), [1050](#).Sailing directions, [391](#), [392](#).*St. Louis*, protected cruiser, added to the Navy, [558](#).Sales of Government property, [780-785](#).Santo Domingo, vessels sent to, [399](#).

Secretary's Office:

Report of the Secretary, [3-28](#).Appendixes, [29-150](#). (*See* List of papers.)Shipbuilding in navy-yards, [549](#), [550](#).Shipbuilding works, extracts from reports of inspectors of equipment at, [364-366](#).

Ships, vessels:

Additions to the Navy, [557](#), [558](#).Ammunition ships, [513](#).Authorized, description of, [560-563](#).Battle ships. (*See* Battle ships.)Cost of maintaining ships in commission, [776-779](#).Cruisers. (*See* Cruisers.)

Cruising ships, reports of medical officers on, 1142-1183.

Designs and experimental work, [551-553](#).Distribution and employment of, [397-402](#).Dropped from the Navy, [558](#).Electrical appliances installed in, [374-383](#).Fleets and squadrons, composition of, [403-405](#).Gunboats. (*See* Gunboats.)Hospital ships. (*See* Hospital ships.)Iron steam vessels, [686](#), [687](#).Launched since June 30, 1905, [559](#).List of vessels of the United States Navy, [629-713](#).Machinery data of all United States vessels, [741-751](#).Medical statistics, [1080](#), [1081](#).Miscellaneous lighters, barges, etc., [706-712](#).Monitors. (*See* Monitors.)Movements of, [435-493](#).New, report of Secretary of Navy, [25-27](#).

Receiving ships, reports of medical officers on, 1135-1141.

Repairs to vessels at navy-yards, [548](#).Sailing vessels, [688](#), [689](#).Special class, [668](#), [669](#).Summary of vessels, [713](#).Surveyed and repairs authorized, [553](#), [554](#).Torpedo boats. (*See* Submarine torpedo boats, Torpedo boat destroyers, and Torpedo boats.)Training ships. (*See* Training ships.)Tugs, [690-693](#).

Under construction—

At navy-yards and under contract, [558](#), [559](#).Condition of machinery, July 1, 1906, [726-735](#).

Progress of work upon, 564-566.

Ships, vessels—Continued.

Unfit for sea service, [694](#), [695](#), [751](#).Wooden steam vessels, [686](#), [687](#).Yachts, [698-701](#).Squadrons. (*See* Fleet.)Statistical report of health of the Navy and Marine Corps for the year 1905, [1074](#), [1075](#).Statistical tables, Medicine and Surgery, [1078-1105](#).Steel inspection, [555-557](#).Stewart, Charles W., report of Library and Naval War Records, [121-123](#).Stockton, C. H., report of personnel board, [29-36](#).

Submarine torpedo boats:

Launched since last annual report, [559](#).Machinery data, [742-749](#).Report of Bureau of Navigation, [516](#).Report of Secretary of Navy, [19](#).Tables of vessels of the United States Navy, [684](#), [685](#).

Under construction—

Condition of machinery, July 1, 1906, [734](#), [735](#).Under contract, [559](#).Summary of vessels in the United States Navy, [713](#).Supply ships, tables of the vessels of the United States Navy, [704](#), [705](#).Surveys, ocean and lake, [389](#).Theiss, Emil, report of personnel board, [29-36](#).*Tennessee*, armored cruiser, added to the Navy, [557](#).

Torpedo boat destroyers:

Machinery data, [742-749](#).Tables of vessels of the United States Navy, [674-677](#).

Torpedo boats:

Added to the Navy since last annual report, [558](#).In reserve, [432](#).Machinery data, [742-749](#).Tables of vessels of the United States Navy, [678-685](#).Under construction, condition of machinery, July 1, 1906, [734](#).Torpedoes, [515](#).Towage, [374](#).

Training ships:

Machinery data, [751](#).Tables of vessels of the United States Navy, [664-667](#).Under construction at navy-yards, [559](#).

Tuberculosis:

Report of Bureau of Medicine and Surgery, [1046-1048](#).Report of International Congress on, [1195-1198](#).Tugs, list of yard tugs, Cavite, P. I., [1](#), [712](#).Typhoid fever epidemic on U. S. S. *Pennsylvania*, [1045](#), [1046](#).Vaccination in Navy and Marine Corps, [1102](#).Vice-Admiral, grade of, [7](#), [409](#).*Virginia*, battle ship, added to the Navy, [557](#).Vreeland, C. E., report of personnel board, [29-36](#).*Washington*, armored cruiser, added to the Navy, [557](#).Water for steaming purposes, [373](#).*West Virginia*, armored cruiser, added to the Navy, [558](#).Wireless telegraphy, [384-386](#).Yellow fever at Pensacola and New Orleans, [1046](#).*Zafiro*, transport, dropped from the Navy, [558](#).

O



ROOM USE ONLY

ROOM USE ONLY

